





Official fuel consumption figures for the all-new Audi R8 Coupé V10 range in mpg (l/100km) from: Urban 16.1 (17.5)

Fuel consumption and CO2 figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent and at dft.gov.uk/vca. Images used for illustrative purposes only. Car shown features optional equipment and optional Audi exclusive paint. Audi recorded biometric data from 14 participants, collecting



The all-new Audi R8.
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Search R8



- 16.9 (16.7), Extra Urban 30.4 (9.3) - 33.6 (8.4), Combined 23.0 (12.3) - 24.8 (11.4). CO₂ emissions: 287 - 272g/km.

the actual fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. More information is available on the Audi website at audi.co.uk heart rate data on an R8 (MY 2015) track passenger drive. The results have been used for our creative purposes only.



When it comes to high performance, Porsche and Michelin share the same passion for perfection. So when the uncompromising Cayman GT4 needed a new level of contact with the ground, Porsche and Michelin worked shoulder

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Contents

News | New Cars | Features | Tests | Products | Buying cars | Sport



8 Exclusive images and details as Land Rover plans to take next Discovery upmarket







56 Renault Kadjar vs Nissan Qashqai



10 RX-Vision concept points to new Mazda rotary coupé

Online this week



Our first UK drive verdict on revised XJ

WITH the all-new XE and XF attracting all the attention at Jaguar, the flagship XJ saloon has been pushed out of the spotlight. But a refresh looks set to bring it back into focus, with tweaked styling, a raft of new technology and a more efficient engine range.

Is it enough to help the big saloon compete with the Mercedes S-Class and new BMW 7 Series? In our first drive this week, we put the XJ to the test on British roads to see if it's still the best luxury car to drive.

For more visit autoexpress.co.uk

Newsweek

COVER New Discovery revealed ixclusive images as Landie gets a hi-tech makeover	8
COVER Mazda's rotary RX-7 reborn okyo concept points to Cayman rival wearing famous badge	10
Honda Civic Turbos driven Verdict on efficient new 1.0 and 1.5-litre engines	12
Self-driving Nissan Leaf Ve go for a surreal ride around the streets of Tokyo	1 5
.exus fuel-cell saloon triking LF-FC points to next-generation LS	1 6
5 , 5	18
Orug-driving shock	20
lew figures shows true extent of problem in UK COVER Focus RS hits the road	22
hrilling passenger blast aboard 345bhp ultimate fast Ford	

→ Features

Could you pass your L-test again?
As driving test hits 80th birthday, readers are put through paces

Hyundai and Kia's vision of future
Ideas Festival showcases wacky next-generation mobility tech

New cars

Infiniti Q30 Is Brit-built hatch the car to make big breakthrough for Infiniti?	32
Honda Clarity FCV	34
We drive Honda's fuel-cell production family car Volkswagen Golf R Estate	36
Loading up in storming new 296bhp super carrier New DS 4	38
Update gives hatch premium feel. Does it go far enough?	90
Volvo XC90 R-Design	40

Road tests

COVER judgement day for new A4	40
Audi meets Jag XE and 3 Series in compact exec shoot-out	
Kadjar vs Qashqai	56
Has new Renault improved on its Nissan sister car's recipe?	
Our cars	64
Kia Sorento and Honda CR-V are the latest to join our fleet	

Products

HID headlight bulbs
First-ever test of replacement and upgrade gas discharge bulbs

Buying cars

Lexus CT 200h buyer's guide	78
How pioneering premium hybrid hatch can be yours for £8k	
Car hunter Experts decide between trio of rugged used estate cars	80
New car prices	84
All the info you need before you head to the showroom	

Regulars

Back chat

.VIISUIIIEI IIEVVS	27	
Vatchdog solves your problems, plus you have your say		
s Hamilton Britain's best driver ever?	94	
ome of the sport's biggest names give us their verdict		
Set Auto Express every week	97	
low to net a great deal on your favourite magazine		

Mike Rutherford on America's most reliable car brands

98

www.autoexpress.co.uk 4 November 2015 **5**



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AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBox computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.





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Feelgood factor makes return of rotary an exciting prospect



I'VE always enjoyed attending the Tokyo Motor Show. It's a great chance for the Japanese brands to showcase their cars to a home audience – and there are two stands in particular I look forward to seeing.

I've long had a soft spot for Mazda and Subaru, two of the smaller Japanese makers who have both demonstrated a desire to do things on their own terms that has bordered on the maverick at times. Successfully, too, as it's led to some great cars, like the MX-5 and Impreza Turbo of the mid-nineties.

At this year's show, Mazda stole the headlines with the announcement of the return of the rotary engine in the RX-Vision concept (above). Yes, there are challenges to rotary power, not least making it more efficient, but speaking to design boss Ikuo Maeda and research and development chief Kiyoshi Fujiwara, I marvelled at their determination to overcome the obstacles and the sheer enthusiasm to retain what's become a signature piece of technology for the firm.

I have little doubt that when the rotary engine does return in production form, it'll be a thrilling success, and if it is housed in a body that resembles the seductive RX-Vision coupé, so much the better.

Over at Subaru, there was another of its Viziv SUV concepts and a model that points to the next Impreza. In a chat with me, designer Hiroyuki Kobayashi on three occasions referred to the new Impreza as "solid" – an apt description for a smartlooking, but ultimately fairly generic hatchback.

Indeed, you could say the same of Subaru's entire range – it's serviceable, but lacking a little in star quality. The days when new Imprezas were keenly anticipated now seem a very distant memory.

Subaru might argue that this hasn't hindered it – in the US, it's enjoyed six years of record sales. But I for



one would love a return of the quirkiness. Oh, for a Subaru that stirs the senses in quite the same way that the RX-Vision did in Tokyo last week.

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Exclusive images reveal classy look for next-generation SUV Will sit alongside Discovery Sport and smaller Discovery model



James Batchelor James_Batchelor@dennis.co.uk

ØJRRBatchelor

WHILE Land Rover is calling time on the ageing Defender, it's also readying the next chapter for another of its icons - the Discovery. And our exclusive images reveal how the new model is set to look.

It's due to be revealed in late 2016, and as you'd expect it'll be festooned with clever technology – as well as being more spacious and better both on and off-road than ever before. That's not forgetting the fact that it'll be noticeably posher inside, too.

There's huge responsibility resting on the shoulders of the fifth-generation Discovery. Aside from having to tread a path so successfully dominated by its four predecessors, it'll also headline one of Land Rover's new brand 'pillars'.

Family

The Disco and the family beneath it will represent the 'leisure' pillar in the brand's range, with the next Defender family embodying 'dual-purpose' and Range Rover covering the 'luxury' arm. Sitting alongside the Discovery will be the Discovery Sport, launched last year, and an intriguing, as-yetunspecified offshoot. This is set to arrive by the end of the decade, and is mooted to be even smaller than Range Rover's Evoque.

Much like its Sport brother, the new Discovery (which we do know won't be badged Discovery 5) will have sleek and curvaceous styling – not too far removed from the Discovery Vision concept, Land Rover's 2014 New York Motor Show star. Our images, backed up by revealing spy shots, show how the boxy styling Discos have enjoyed for 25 years has gone in an effort to give a more premium, less utilitarian look. The design will also help the model cut more cleanly through the air.

The bluff front end of the current car (right) will give way to a softer approach with a clamshell bonnet - just like the Discovery Sport and Range Rover. Its side profile is boxier than those, however, and more in line with previous Discovery models. Meanwhile, the rear window is slightly raked with a spoiler-style surround.

Wraparound tail-lights help make the Discovery look narrower, and the current model's Range Rover-style split tailgate makes way for a one-piece design. The Discovery's trademark stepped roofline is still present, albeit slightly toned down.

Land Rover's design boss Gerry McGovern told Auto Express last year that the Discovery Vision concept's interior was just as vital to the story as the exterior, and we can expect

"Boxy styling has given way to a more premium, less utilitarian look"

the 2016 Disco to follow this idea. As before, it'll get seven seats, but the middle and rear rows will be configurable to allow the car to remain a practical SUV. It'll be roomier and feel more spacious, too, and – as with the Range Rover - will be lighter than at present, partly due to a monocoque structure.

Along with the striking exterior, the Vision Concept showcased the next step in Land Rover interiors. It featured the neat gesturecontrolled JLR rotary gear selector, and similarly operated lights and indicators. Smart glass panels allowed info and data to be displayed on the roof and windscreen, and while this is perhaps a step too far for next year's Discovery, it should feature a larger and crisper central touchscreen.

Top-line models will also get the option of laser headlights offering unparalleled vision, Land Rover's clever Transparent Bonnet tech, and even remote drive that allows the driver to step out of the car and control it via their smartphone.

The company is being coy about the engines it'll offer, but we expect the next Discovery to use Jaguar Land Rover's new four-cylinder 2.0-litre diesel and petrol Ingenium units. There will also be electric motors for hybrid drive. Larger petrols and diesels shouldn't be ruled out, either, with the car in our spy shots revealing a Jaguar 3.0-litre supercharged V6 under the bonnet.



STYLING Our exclusive images show curvy look of next model, as Land Rover goes for more of a premium appearance



EXCLUSIVE IMAGES

Hi-tech Disc

Sleek looks, state-of-the-art equipment and mor

EVOLUTION

Boxy profile of current Disco (above) will be reflected in newcome At the rear, the wraparound lights create narrower look and there will be a single





overy goes upmarket

e space than ever for Mk5 version of Land Rover favourite



IN DISGUISE Our spies have caught the new car on test, and while it's not

car on test, and while it's not clear which engines will be fitted, JLR's Ingenium units are likely to be offered, as well as hybrid model







Mazda RX-7 reborn in

RX-Vision debuts at Tokyo Points to rotary sports car



Graham Hope Graham_Hope@dennis.co.uk

MAZDA has signalled its intent to re-embrace rotary engine tech with a

sports car concept at the Tokyo Motor Show.
The sleek RX-Vision is a front-engined,
rear-drive two-seater that points to a possible
future production range-topper wearing the
brand's famous RX-7 badge. It's sure to be
welcomed by fans who lamented the axing

of the RX-8 four-door coupé in 2012.

That car was hugely popular and great fun to drive, revving to 9,000rpm, but it was hobbled by poor efficiency and high running costs. Mazda says addressing concerns about "economy, emissions and reliability" will be key to how its rotary tech now evolves.

It's issued only sketchy details about the RX-Vision – and none about the SkyActiv-R

engine. But the car looks striking, with a long, low bonnet made possible by the motor's small dimensions and light weight. The flowing, minimalist shape follows the nowfamiliar Kodo design language. However, Mazda is also been keen to ensure the model maintains clear lineage with its sports cars from the past. Bold red paint adds to the RX-Vision's drama, with smooth curves, rich reflections and an adjustable rear spoiler.

Big wheels and tyres complete the look, while inside, the back-tobasics feel continues with a simple instrument panel and leather trim.

Kiyoshi Fujiwara, head of research and development, explained to Auto Express why the time is right for the rotary engine to make a comeback. "We want to return it to the market some day soon," he told us. "It's our heart and soul."

The RX-Vision is said to hint strongly at what might be expected from a production



10 4 November 2015 www.autoexpress.co.uk





Following the unveil, research and development boss Kiyoshi Fujiwara and global design chief Ikuo Maeda talked to Auto Express about Mazda's rotary plans.

Q How feasible is this car's design?

A IM: "The details haven't been studied greatly. But elements are adaptable to future models. It's alluring with a simple form, and its proportions give a feeling of the performance."

Q Why is the RX so important?

A IM: "If we drop it, rotary tech might disappear. It's important we cherish it, preferably in a lightweight sports car."

Q What are your efficiency targets?

A KF: "With no electrification, it should be the same as for non-SkyActiv petrol cars. Right now, we're not working on a rotary hybrid. A turbo is one of the opportunities we'd look at for the rotary."

Q Would you build a cabrio or race car?

A IM: "We'd definitely like to consider a soft-top. And we're considering our motorsport tech. We have a very strong desire to get back to racing."

Q How soon could a rotary arrive?

A KF: "First, we want to ensure the quality is durable. We want to test it two or three times more than for other cars. And we want to make sure the business is more robust, improve the figures."

Q Will it be called RX-9?

A KF: "RX-7 was always a two-seater, or a 2+2. RX-8 was a four-seater. If we put on RX-9, is it a six-seater? You can probably imagine the number..."

stunning rotary coupé



model. Although no technical data is available yet, it's understood to be a pure rotary, with no electric assistance, as had been speculated. Turbocharging is an option for a production model, though.

Lightweight materials such as carbon fibre and aluminium will be considered, too. And asked directly which car would be comparable in performance, Fujiwara said: "Maybe the [Porsche] Cayman. But we'd like to make the car lighter [than the Cayman]."

Fujiwara added that advances in technology will allow for superior efficiency – always a big criticism of rotary power. He said: "New materials have been developed and tech has been updated. Hybrid is one possibility [for the future], but first we have to show the engine itself."

President and CEO Masamichi Kogai added that the new car would have to meet strict emissions targets for carbon dioxide and nitrogen oxide, but would not speculate on a launch date.

How rotary powered Mazda to success, on the road and track

MAZDA first looked into commercially making a rotary in 1961, and unveiled the production two-rotor Wankel-engined Cosmo in 1967. Over the next 40 years, it launched a succession of rotary RX models, with the 1978 RX-7 among the most successful. Rotary power reached a peak when Mazda's 787B won the 1991 Le Mans 24 Hours. The last new rotary production sports car was 2003's RX-8, but the brand has continued to research and develop the tech since that model's 2012 demise – only in 2013, Auto Express drove a rotary-engined Mazda 2 hybrid.

LIVING LEGENDS

(From left) RX-7, original Cosmo and RX-8 chart history of the unique rotary powerplant



We drive Civic's new, cle

New 1.0 and 1.5-litre to bring Honda in line with rivals in 2017



HONDA has announced that the all-new, 10th-generation Civic will be launched with two fresh direct-injection VTEC Turbo engines when it arrives in 2017. A 1.0-litre three-cylinder and 1.5 four-cylinder will both join the range – replacing the current naturally aspirated 1.8.

The company is also confident that despite the downsizing, the 1.0-litre engine will provide similar levels of performance to the present 1.8, while lowering running costs at the same time. We were granted early access to a turbocharged prototype ahead of the Tokyo Motor Show – to see if it can compete against established rivals such as the Ford Focus EcoBoost and Volkswagen Golf BlueMotion TSI.

These VTEC Turbos are based on an allnew structure, and will become part of Honda's Earth Dreams Technology range. They claim to offer "dynamic performance, class-leading [power] output and excellent fuel economy". Both feature variable-valvemotion tech to reduce friction, a piston-cooling gallery and a high-efficiency cooling cylinder head to maximise economy.

The 1.0 Civic gets 127bhp and 200Nm of torque, with Honda aiming for a 20 per cent improvement in efficiency over the outgoing car. While the brand won't give specifics, it's said to be targeting more than 56mpg and sub-100g/km CO₂ emissions. On our



drive, the engine fired into life with the same enthusiasm as any three-cylinder turbo, followed by the trademark thrum.

There was sufficient in-gear shove, and high-speed refinement was very impressive – the engine raised barely a whisper at motorway speeds. In a relatively spacious family hatch like the Civic, the engine could feel overwhelmed by five passengers, but

"Honda says 1.0-litre will provide similar performance to 1.8, while lowering running costs at the same time"



All-electric sports car set to be unleashed?

DESPITE pushing ahead with petrol, diesel and hydrogen models, Honda hasn't forgotten EVs – and is currently considering developing an all-electric sports car.

The firm is evaluating plans to bring one to market, based on the technology it used in a CR-Z racer. The race car competed at the famous Pikes Peak Hill Climb in Colorado earlier this year.

Honda has developed a roadgoing prototype of the CR-Z, which uses four electric motors – one housed on each wheel – and a 16kWh lithium-ion battery. Power output comes to around 250bhp, which is roughly half of the power developed by the original race car.

Company officials claim 0-62mph in 3.5 seconds and a 130mph top speed. They also stated optimum power would be around 350bhp, targeting a range of 250 miles.



eaner VTEC Turbos





TRANSMISSION Six-speed manual gearbox is promised for production 1.0-litre VTEC Turbo; however, CVT auto in our test car blunted performance



TURBO
Five-door Civic
will be built
at Honda's
Swindon plant,
and goes on
sale in 2017

there's a good chance more power could be extracted during the development process.

The 1.5-litre VTEC also showed promise, developing a more potent 201bhp and 260Nm of torque. We found it smooth, building speed quickly and remaining hushed. One downside is that the engine we tested was paired with a CVT auto box, which blunted performance. A six-speed manual has been promised when the motor arrives in the new Civic in 2017, however.

Five-door Civics will be built exclusively at Honda's plant in Swindon, Wilts; £190m has been invested in new product technologies.

Verdict

SMALL, turbocharged, petrol engines are a long-overdue addition to Honda's Civic range. Virtually every rival can be bought with one today, so 2017 can't come quickly enough for the Japanese brand. Fortunately, the 1.0 and 1.5-litre VTEC Turbo units seem perfectly capable and a match for the best in class. It's now down to the designers and chassis engineers to make the nextgeneration Civic equally good to drive.

Honda and GM in hydrogen tie-up



HYDRO TECH New FCV uses fuel-cell system to achieve a 430mile range – which Honda-GM project aims to further improve



HONDA has revealed plans to partner with General Motors to further develop its hydrogen fuel-cell technology.

The tie-up will see the pair develop a new hydrogen fuel-cell stack and tank, but not a complete vehicle. It's likely that both Honda and GM will use the technology in separate applications and each offer it in different bodystyles – although no official plans have yet been disclosed.

The stack's currently under development, with the two brands looking to improve on the efficiency claims of Honda's latest FCV (driven on Page 34) – which is said to be capable of more than 430 miles on a single tank of hydrogen. The vehicles will

join a growing range of hydrogen-powered cars on UK roads, including the Hyundai ix35 and Toyota Mirai. We drove the latter for the first time last month (Issue 1,393).

Honda also revealed that both companies have been discussing possible technologies beyond the fuel-cell system, although officials refused to elaborate.

news in brief

London Motor Show line-up takes shape

MG, Mazda and Japanese brand Mitsuoka have joined the growing list of car makers signed up for the 2016 London Motor Show. Manufacturers and dealers are attending, with Tesla, BMW and Zenos Cars also on the bill.

Others are expected to follow, as build-up for the event fast approaches. The London Motor Show is based in Battersea Park, and opens its doors in May 2016. Tickets cost from £13 and are available to order now from www.thelondonmotorshow.co.uk.

Range of 310 miles from new VW EVs

VOLKSWAGEN'S boss has revealed more details on how the brand will deliver on its new electric vehicle pledge.

Speaking at the Tokyo Motor Show, CEO of passenger cars Dr Herbert Diess told Auto Express the new MEB electric car platform "will be suitable for all VW Group brands and models and body structures in the compact segment". He added that it will allow more "emotional concepts" and provide electric ranges of "up to 500km". The first car to benefit will be the new Phaeton, due in 2017.



Show Sta.
Porsche
Macan GTS

SEAN CARSON ROAD TESTER



THE new Macan GTS isn't as glitzy as Mazda's sporty RX-Vision, but you just know it'll be a great road car.

The regular Macan blends amazing cornering agility with impressive long-distance comfort. So this more driver-focused, 355bhp SUV is set to offer huge speed – with 0-62mph in five seconds – and sports car-like handling. Yet it still claims 31.4mpg economy and 212g/km of CO₂.



Who has won the Best Car Maker of the Year 2015?



Hyundai. It turned our world upside down too.

On the road in self-driving Leaf

We take surreal ride in electric **Nissan Intelligent Drive in Tokyo**



Sean Carson Sean_Carson@dennis.co.uk ☐ @Carson oncars

IN March, Nissan CEO Carlos Ghosn said the firm would have a fully autonomous car in its line-up by 2020, and this Leaf Intelligent Drive prototype points the way.

Apart from a few stickers, it looks like a regular Leaf. But the camera pods and radar devices hint at the tech under the skin.

It's a similar story inside – until you push the power button. While Audi's A7 Piloted Drive (Issue 1,369) is restricted to motorway driving, you can programme this Leaf's satnav and switch to fully autonomous mode so the car will drive itself, even round town. And as Nissan's Tetsuya lijima hands over control to the car's electronic brain in the traffic around Tokyo Bay, it feels surreal.

The ECU uses data from 12 cameras. four radar sensors and four industry first 3D lidar scanners to work out where the car is on the road and spot moving objects. The Leaf will indicate and pull out for you if you need to overtake, plus move into the correct lane. It'll stop at traffic lights or junctions, and even spot pedestrians.

Yet it's easy to operate. There's a rotary controller behind the gear selector, while an instrument panel screen shows the view ahead at low speed, or a bird's eye view at high speed. And the electronics don't draw much power, so the updated 30kWh Leaf's 155-mile range is unaffected.



Verdict

THE regular Nissan Leaf electric car might have its flaws, despite a recent update to increase the range, but this Intelligent Driving prototype is different. It's already a very slick and polished piece of technology that moves the game on, and proves that the company is one of the major pioneers in the car industry when it comes to next-generation technology.

As electric family car shapes up

AS well as giving us a go in a self-driving Leaf (above), Nissan revealed its vision of a future family car with the IDS at the Tokyo show.

The four-door concept offers a choice of Piloted Drive or Manual modes - so you can drive it yourself or let the electronics take over. Either way, the sensors are always running, so the IDS will offer a constant safety net, intervening in a dangerous situation to take evasive action. It also

promises to learn your driving style and adapt to road conditions. And the software "communicates like an attentive partner", giving info on traffic and your daily schedule using on-board connectivity.

The IDS has a 60kWh battery pack and the aerodynamic body is made of carbon fibre. Plus, in Piloted Driving mode, the steering wheel retracts and the seats turn slightly to face each other.



IDS has Piloted Drive or Manual settings

Sporty Nissans go autonomous, too

IT'S not just Nissan family cars like the Leaf that could feature autonomous driving tech in the future: the brand's GT-R supercar and 370Z sports car could also benefit, according to global vice president for research and advanced engineering, Takao Asami.

Speaking to Auto Express at the Tokyo show, Asami confirmed "the GT-R and 370Z are not immune from autonomous driving" as part of Nissan's plans. He added: "Whereas

we will use piloted driving on regular cars to improve safety and comfort, autonomous tech could be used on the GT-R and other sports cars to help extract more capability and improve performance."

Asami outlined that a Piloted Drive mode on such cars could offer a bespoke track setting that will deliver performance like a computer-guided race driver to serve up a thrilling experience for owners.



GT-R to use self-drive tech for track mode



IT'S officially a 'concept', but when you see the Toyota S-FR up close, you're left in no doubt it's pretty much ready for production. The real giveaway for me on the show stand was the interior. What's even more surprising was that there were four seats inside. So, this 129bhp 1.5-litre front-engined, rear-wheeldrive sports car should be as much fun to drive as a Mazda MX-5, yet a whole lot more practical.

Fuel cell saloon preview

LF-FC unveiled at Tokyo show Points to new LS due by 2018



LEXUS stormed the 2015 Tokyo Motor Show with its new LF-FC concept. The luxury saloon previews both a new hydrogen fuel-cell drivetrain and the styling of the next-generation LS luxury car.

The bold four-door uses an exaggerated version of the brand's striking spindle grille at the front, and adopts styling cues first seen on the LF-LC coupé concept. The angular front end contrasts with a curvy side profile, while the rear gets large three-pronged tail-lights.

It's also a chunky 5.3 metres long, two metres wide and 1.41 metres tall. That's a substantial 120mm longer than even the current long-wheelbase LS, as well as being 125mm wider but 71mm lower for a sportier, more aggressive profile.

It looks radically different to the existing model, but the concept is said to showcase the "design and technology direction of the brand's future flagship sedan". It may not arrive in production form for another two to three years, however, as today's LS isn't that far into its life cycle.

Even more futuristic thinking is found under the skin. The concept uses a hydrogen fuel-cell electric powertrain which operates as a four-wheel-drive system. The main drive goes through the rear wheels, but two electric motors built into the front wheel hubs allow even distribution of torque across the axles when required.

Alongside the styling, the powertrain layout is an indicator of Lexus' desire for a sportier flagship saloon. The fuel-cell stack



"Alongside the styling, the powertrain layout is an indicator of Lexus' desire for a sportier flagship saloon"

is located at the rear, with the hydrogen tanks arranged in a T-shape underneath for better weight distribution. It's a totally different set-up to the fuel-cell Toyota Mirai, so expect significantly increased performance but a similar (or better) hydrogen range. It's likely that when the production LS comes along, conventional petrol engines and hybrid powertrains

will also be offered, including an updated 5.0-litre V8 engine from the GS F.

Other new tech includes the latest generation of autonomous driving features, plus a gesture-control infotainment system that uses holographic projections. With the latest BMW 7 Series upping the in-car tech ante, we can expect a host of rear-seat comfort and entertainment kit in the LS.

..As 6 Series rival is caught on test

WHILE the LF-FC grabbed headlines at Tokyo (above), behind the scenes Lexus is working on the new coupé that inspired its shape. These spy shots show the BMW 6 Seriesrivalling LF-LC on test for the first time.

It follows on from the concept seen at the 2012 Detroit Motor Show, and is likely to be launched in 2017. It's set to offer more familiar engine options for a Lexus: a petrol-electric hybrid in entry-level cars, alongside a 5.0-litre V8 for hotter models.

The LF-LC will be built on Toyota's new scalable platform architecture, that will first underpin a new crossover based on the C-HR concept seen at September's Frankfurt show.

Under the disguise, the sleek shape and dramatic Lexus grille are visible. Influences from the LFA supercar can also be seen, but the four-seat LF-LC will take a softer approach to compete with premium German rivals.







■ BATTERY BREAKTHROUGH

RESEARCHERS at the University of Cambridge have revealed a new 'super battery' that could replace the current lithium-ion cell found in most electric and plug-in vehicles.

The new lithium-oxygen battery has 10 times the energy density of lithium-ion units, meaning the battery technology would allow vehicles to approach similar range as a conventional internal combustion engine.

Not only will the lithium-oxygen battery be five times cheaper to develop, researchers say it will be five times lighter, too. The only drawback is that the tech is at least a decade away from production. While successful in the lab, the system is still not charging and discharging at high enough levels.

vs Lexus' next LS



INTERIOR
Concept's cabin
was typically
sumptuous;
production car
will feature an
array of hi-tech
equipment
to rival 7 Series

Concept points to next Impreza



SUBARU used the Tokyo show to present its new Impreza 5-Door Concept.

It's the first part of the Japanese firm's 'Prominence 2020' five-year plan, which will see an overhaul of the entire range and a number of new models hit the market – including a new Forester

SUV. The concept's design hints that the next roadgoing Impreza will have a more dynamic design, helping it take the fight to the class-leading Vauxhall Astra.

The front end will draw inspiration from the new Levorg, with the now trademark hexagonal grille. However, the swept-back headlamp design is a departure, while the squat stance and wide wheelarches give a sporty look. The coupé roofline and rising waistline add to this, with the angular rear making it more handsome than the current car. However, a production model is not scheduled to appear until next year.



Road smashes on the up for winter

MORE than a third of British drivers are involved in unreported accidents during the winter months, new research has revealed. The accident rates reflect an 18 per cent rise from the lighter summer months, when roads tend to be drier, too.

It isn't only motorists on the move who need to be more careful, either — the study by *LaptopsDirect.co.uk* found one in five parked cars is hit by traffic.

The study concludes that more than half of British drivers have a near-miss during the winter months, too.

Volvo jumps at 'roo safety testing

VOLVO has announced it's trialling new 'kangaroo detection' collision-avoidance technology on Australian roads.

A number of XC90s will have their current camera and radar safety system updated to detect and avoid the large marsupials, which are particularly unpredictable on the roads.

Around 20,000 collisions with kangaroos are reported in Australia each year, with a significant number of fatalities and serious injuries as a result. PAGE 40: Volvo XC90 R-Design driven



Show Star Mazda RX-Vision

GRAHAM HOPE DEPUTY EDITOR

IT takes a brave company to unveil a concept that heralds the return of a beloved engine, and reveal virtually nothing about the engine itself. But that was Mazda's unusual strategy with the RX-Vision, which previews a production rotary-engined sports car.

The dramatic looks and compelling storyline made it the star of the show – and the excitement is only going to build as the countdown to a production model gets underway.

News



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TESLA recently released its new Version 7.0 software package, allowing existing Model S owners to download an update and enable a variety of Autopilot features on their cars. We were among the first to get to grips with the latest installment, downloaded overnight via the car's built-in Wi-Fi.

The set-up includes auto-steer, lanechange and parallel-park tech. That's in addition to the 'traffic aware' radar cruise system already available for the Model S. Essentially, it lets you maintain a constant speed on motorways, with no driver throttle, steering or brake inputs. It uses a combination of cameras, radar, ultrasonic sensors and owner-captured data to autonomously guide the car along the road. We tried it out on the M4 in Berkshire.

It's incredibly easy to use. While it's not always on, it's constantly monitoring 360 degrees and scanning for lines on the road. As soon as it tracks one to both the left and right, it illuminates a dial on the dash. A pull of the cruise control stalk activates the set speed; two more initialise the auto steer. Dabbing the brakes cancels everything and control returns to the driver. Although it feels





HANDS FREE We hit the M4 in Model S, and Autopilot kept us in lane at constant speed with no input. Changing lanes was more complex

a little strange at first, you quickly become accustomed to the idea of your car driving itself. The lane-keep set-up isn't jerky like some we've tried, and the car will brake smoothly to a standstill from 70mph. And as this is a Tesla, it's all done in silence.

Changing lanes is a little more complex. The car will reduce its speed if it detects a vehicle in front, but there's no function to pass slower traffic. Instead, it requires the user to indicate and grip the wheel before it changes lanes – and it's your responsibility to ensure it's safe to move.

Tesla says there are further improvements in this update. Owners are already reporting

a five to 10 per cent improvement in range thanks to clever trickery under the skin – meaning a 325-mile range from a Model S 85.

While normal over the air (OTA) updates are free, the addition of Autopilot requires a one-off payment of £2,100 on new cars, or £2,500 post-delivery. All safety features – auto emergency braking, plus sidecollision, lane-departure, forward-collision and speed-limit warnings – are free.

The system advises you to keep your hands on the wheel at all times, and to remain alert to changing traffic conditions, but it does feel like it could take you from London to Birmingham with very little input from the driver. It's our first taste of semi-autonomous driving in the UK, and the prospect of a fully automated set-up is edging ever closer.

Yamaha two-seater is on stream

AS Tesla's self-driving tech was hitting UK roads (above), Yamaha revealed a very hands-on sports car at the Tokyo Motor Show. The Sports Ride Concept is a mid-engined two-seater that promises the thrills of a motorcycle.

Of course, Yamaha is famous for its motorbikes, and the Sports Ride uses a production process called iStream – developed by Brit Gordon Murray (the man behind the McLaren F1) – which allows lightweight, ultra-rigid cars to be made more efficiently.

With its handsome profile and curvy styling, the Sports Ride is clearly inspired by Yamaha's bikes. It's said to weigh just 750kg, and hints at a possible production model from the brand. But there are no details on the engine it uses, and officially, it's just a demonstration of new technology.





over 430 miles on a tank of hydrogen

and water is the only emission. We

drive the Clarity FCV on Page 34.



urban 49.6-91.1 (5.7-3.1), combined 41.5-83.1 (6.8-3.4). Official CO₂ emissions 159-88g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability and the source of thepurposes and may not reflect your actual driving experience.

 $Active \ Park \ Assists \ is \ standard \ on \ Titanium \ X \ and \ available \ as \ an \ optional \ extra \ on \ Zetec, \ Zetec \ S \ and \ Titanium.$



Shock as over half of motorists fail roadside drug-driving test

- of 2,038 tests carried out, over 1,000 were positive
- But some police still don't use kit since March rule change



Joe Finnerty
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POLICE forces have carried out more than 2,000 roadside drug tests since new laws were introduced in March, and drivers have failed 53 per cent of them, according to exclusive Auto Express figures.

A total of 2,038 tests have been conducted, with 1,080 coming back positive. Cannabis was the most common substance detected (854), while 150 drivers were caught on cocaine. Sixty-six drivers had a mix of both.

Yet not all forces are using the new legislation brought in six months ago in England and Wales. Half of them couldn't provide results as part of our Freedom of Information request, as they're either not using the new drugalyser or not digitally storing data. The Home Office confirmed to Auto Express that drug-driving figures aren't collected centrally, so there's no Government guidance on storage.

Of those using the new legislation, the Metropolitan Police topped the list with 456 tests in the first six months – an average of more than two per day. It had one of the lowest success rates, though, with 45 per cent failing. Nationally, June was the most successful month. Officers carried out 430 tests, of which drivers failed 58 per cent.

Chief constable Suzette Davenport, the lead on roads policing for the National Police Chiefs' Council, said: "Under the new legislation, officers have improved tools to better detect those who drive while impaired by drugs. While these latest figures are encouraging, there is still work to be done."

The legislation also includes heroin, LSD and ecstasy, plus prescription medication like diazepam and temazepam. The penalty for driving under the influence of drugs is a criminal record, a driving ban for at least a year and a fine of up to £5,000.

An AA spokesman said: "Drug-driving is the 'hidden killer' among road casualties. Advances in legislation and detection have made prosecutions more likely, yet it's still early days in pulling together a system of enforcement. It took many years for

"Cannabis was the most common substance detected; drivers were also caught on cocaine"



CAUGHT
Over 2,000
motorists have
been pulled
over and tested
using new
drugalyser
(below) since
the new rules
came into force
back in March

TOP 3 FORCES FOR TESTS AT ROADSIDE

TABLE shows which constabularies did the most drug-drive tests in six months:

Met Police	456
Cheshire	325
South Yorks	309

TOP 3 FORCES FOR POSITIVE TEST RESULTS

AND here we show which recorded the most positive results from those tests:

Thames Valley 88.57%
West Midlands 88.46%
Humberside 69.77%



drink-driving enforcement to hit its full potential, and the fight against drug-driving will also take time.

"The difference is drink-driving was a battle to convince the majority of the public that it was an anti-social evil. Drug-driving is much further down the road of public rejection, although its prevalence is not widely appreciated."

Bad weather could send premiums up



Adverse road conditions add risk to black box algorithm

RAIN, snow and hail on a journey could see drivers pay higher insurance premiums using the latest black box tech, according to a leading data firm.

Octo Telematics has announced a partnership with The Weather Company – a US equivalent to the UK Met Office – that'll mean weather conditions play a part in driver analysis for its app, Octo U.

Its "scoring algorithm" assesses the conditions during a journey alongside speed, braking and acceleration to calculate risk. And the firm said that accidents are more likely in ice, rain, hail and snow.

While premiums won't be hiked for bad scores influenced by weather, the worst drivers won't be able to benefit from black box discounts.

Fabio Sbianchi, CEO of Octo, said: "By integrating weather data from IBM and The Weather Company, we're able to digest real-time information on road conditions and get a better view of driving habits."

...As insurance tax rises



IPT has risen by 3.5 per cent and will raise cover costs

MOTORISTS will be paying an extra £386million a year after Insurance Premium Tax (IPT) rose from 6 per cent to 9.5 per cent on 1 November.

The hike, which was announced in July's Budget, affects all insurance, but motoring policies currently contribute a fifth of all IPT.

Mark Godfrey, RAC insurance director, said: "The hike in IPT is another stealth tax like fuel duty that has unreasonably added to the already considerable contribution made to the Treasury by motorists."



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (I/100km) and CO2 emissions (g/km) for the 2008 Crossover Range are: Urban 47.1 – 67.3 (6.0 – 4.2), Extra Urban 65.7 – 85.6 (4.3 – 3.3), Combined 57.6 – 78.5 (4.9 – 3.6) and CO2 114 – 95 (g/km).

Urban 47.1 – 67.3 (6.0 – 4.2), EXTra Urban 65.7 – 85.6 (4.3 – 3.5), Combined 57.6 – 78.5.0 (4.9 – 5.6) and CO2 114 – 95 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. *Representative 4.9% APR over 37 months. Term and conditions apply, participating dealers only or visit peugeot.co.uk. Peugeot Motor Company PLC is acting as a credit broker and is not a lender. To finance your purchase we will only introduce you to Peugeot Financial Services, the exclusive provider of Just Add Fuel. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/o Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 10A. Excess mileage charges may apply. *The first year Road Fund Licence (RFL) is included in the on the road price. The Dealer will provide customers with a cheque equivalent to twice the current RFL cost. The customer must apply for years 2 & 3 RFL. Just Add Fuel (JAF) is subject to status. *Minimum age 21, 25 or 30 on selected models, maximum age 75. Policyholder must have a minimum of 2 years NCD to use on the vehicle. All drivers must meet eligibility criteria including minimum 2 years' full UK licence, driving convictions/claims limits. Excesses apply. 3 years motor insurance is provided and underwritten by U K Insurance Limited, which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority. Payments will vary according to age, post code and annual mileage. The costs of insurance, servicing and Roadside Assistance are included within the monthly cost of 1AF Passport, but are provided on a monthly pay-as-yoo-go basis and can be cancelled at any time without penalty or affecting the remainder of the JAF Passport, but are provided on a monthly pay-as-yoo-go basis and can be cancelled at any time without penalty or affecting the remainder of

PEUGEOT 2008 CROSSOVER



Mega 345bhp Focus RS h

Thrilling passenger ride in hot hatch gets our pulses racing



James Disdale James_Disdale@dennis.co.uk

THE wait is almost over for fast Ford fans. After seeing the spy shots, the video teasers and motor show debut, the Focus RS has taken a big step towards showrooms.

We already know about the 345bhp output, the clever four-wheel-drive system designed to deliver engaging handling and the aggressive looks, but what is it like on the move? To find out, we headed to Ford's Lommel test track in Belgium for a thrilling passenger ride. Our chauffeur was electronic systems engineer, Thomas Biney-Amissah.

Ford claims the Focus RS will sprint from 0-62mph in just 4.7 seconds, and it feels as fast as the figures suggest. With the standard launch control engaged, the Ford pinned us back in our seat as it exploded off the line.

The 2.3-litre unit sounds good, too. By tuning the twin exhausts and pumping sound through the stereo speakers, engineers have delivered a meaty growl that takes on a hard edge as the revs climb past 3,500rpm. Lift off the throttle, and there's a barrage of pops and bangs. If you want to attract less attention, Normal mode (there are also Sport, Track and Drift driving settings) closes the exhaust flaps at lower revs.

From our vantage point, it was impossible to tell just how involving the Focus is to drive, but Thomas certainly seemed to enjoy himself. The car responded quickly to even the smallest steering inputs, plus we were squeezed against the chunky bolsters of the Recaro seats thanks to the immense grip.

There are two damper settings – Normal and Sport – and in the former, the ride felt

Essentials

Ford Focus RS

Price: £28,940
Engine: 2.3-litre 4cyl turbo
Power/torque: 345bhp/440Nm
Transmission: Six-speed manual, four wheel-drive

 0-62mph:
 4.7 seconds

 Top speed:
 165mph

 Economy:
 36.7mpg

 CO2:
 175g/km

ON SALE Spring 2016



DRIVING Normal, Sport, Track and Drift settings change steering, throttle and all-wheel-drive responses. Ford has tried to give modes very different characteristics



GEARBOX Six-speed manual gearbox is the only transmission option on the Focus RS. Launch control makes the car ferocious off the line in first



"The Focus RS feels as fast as its 0-62mph figure suggests. It pinned us back in our seat as it exploded off the line"

firm but controlled. Selecting Sport stiffens the suspension by 40 per cent, and Ford claims this should only be used on track. The four-wheel drive also seems to work well. In Normal or Sport, the RS catapulted out of corners with no fuss or wheelspin.

Yet when Thomas was more aggressive with the throttle, or engaged the Drift mode, the Focus' rear stepped gracefully sideways. This mischievous character is the result of the brand's push to give the various driver settings unmistakable characters.

As Thomas explained: "Rival driving modes offer very little distinction between the settings, but we've tried to make sure there's a definite difference in the way the car behaves. In the five years I've worked at Ford, this is the most fun I've had."

GL updated and gets a new name

MERCEDES has revealed the 2016 update of its GL-Class – and along with a host of changes, it also gets a new badge.

To fit in with the new naming strategy for the company's SUV range, the sevenseat GL will now be called the GLS. It sits above the GLE (previously ML) that was revised earlier this year.

Despite the fresh branding, not an awful lot has changed from the outside. There's a revised grille and air intake design, a refreshed bumper and some new light clusters. New alloy wheels and extra paint finishes also feature.

There's a bit more going on inside. To match the rest of Mercedes' range, a 'floating' touchpad-style COMAND infotainment and navigation system has been introduced in the centre of the dash. Tweaked air vents, a new three-spoke multifunction steering wheel and new upholstery options are further highlights. A new optional 'Exclusive' equipment line brings more upmarket leather and trim designs, while there's the latest suite of active safety tech, too.

For now, there are still only two engine options in the UK GLS range. The GLS 350d V6 diesel still gets 254bhp and 620Nm of torque, and is now hooked up to a ninespeed auto, while the hot Mercedes-AMG GLS 63 features an additional 28bhp – to bring it to 577bhp – with 760Nm of torque.

A Mercedes spokesman hinted that we may also get a GLS 500e plug-in petrol hybrid, combining a 3.0-litre V6 with an



COMAND infotainment dominates the dash

electric motor. Retuned air-suspension and an updated Dynamic Select drive control system also feature. Prices should rise slightly from the current GL range, which starts at £61,600.



its the road at last



Flagship Focus' responses seem sharp, plus it hurls itself out of corners with zero wheelspin

GLS features additional chrome trim and new alloy wheels "There's a revised grille and air intake design, plus a refreshed bumper"



Ford Focus RS **News**

Behind the wheel of McLaren's 570S



THE 570S is the first sports car – rather than supercar – that McLaren has made, and the company is happy to admit this because the focus is not simply raw speed, but delivering the ultimate driving enjoyment.

That's not to say it isn't fast – it's very fast indeed. You've read the review (Issue 1,392), now watch how it handles and hear that noise.

Blast-off in Lexus' new V8 stunner

exciting performer of 2016.



IN a world where big-engined executive saloons are downsizing in favour of a more eco-friendly turbocharged powertrain, Lexus is taking an old-school approach.

Its new GS F is kitted out with a storming 5.0-litre V8, and our video reveals the muscle car in all its glory.

You can watch any of our videos on your phone Simply scan this QR code.







Buyer's kit confusion as Toyota shakes up specs

CASE STUDY Colin is left baffled as new Auris Design is delivered without the sat-nay he was expecting

Julie Sinclair
THE oldest trick in the dealer book is to showcase a car with more goodies than the one you're ordering, as you'll either covet the kit in the one you're testing and opt for an upgrade, or you'll mistakenly assume your entry-level model will look and feel the same as the range-topper you've driven.

Either way, the dealer is quids in. But this can leave buyers feeling cheated - buyers like Colin Lippitt of Saffron Walden, Essex. He called Auto Express after his new Toyota Auris Touring Sports Hybrid was delivered without the sat-nav he'd been expecting.

Colin had been told that the Icon Plus model he'd taken out for a spin was being replaced by a trim level called Design, vet no one had mentioned that sat-nav was being moved to the options list.

When he complained to dealer Toyota Cambridge, he was directed to the bulletin he'd been E-mailed after ordering the car. It did list sat-nav as a £740 option, but Colin moaned: "This is not at all clear on the paperwork and was not pointed out to me by the salesman during the test drive."

He argued that the car was therefore mis-sold, and asked the dealer to retrofit sat-nav to his car for free. It initially agreed, according to Colin, but Toyota then claimed it was not possible. Auto Express agreed the **PROBLEMS** Sat-nav turned out to be £740 option on Auris Design, rather than standard, while poor realworld economy was the final straw for Colin



"No one had mentioned to Colin that sat-nav was being moved to the options list on Design trim"

bulletin was confusing, and the dealer should have made the car's specs clearer, so we called Toyota to take the case up.

Its spokesman admitted the bulletin should never have been sent to Colin in the first place, as it was "an internal company document", and "not what a customer

should be seeing". He added there was a dedicated customer brochure online that Colin should have been directed to instead.

He also confirmed: "Customer services incorrectly stated that sat-nav could not be retrofitted to his car," before adding that Toyota would now "offer to fit it for free".

Colin still isn't satisfied, though, and now argues this is too little too late from Toyota. Based on his experience and concerns over the car's economy figures, he has instead written to Toyota Finance with his decision to reject the vehicle, and is awaiting its response. "I've lost faith in the car and all confidence in the dealership," he said.



Parents must learn the ropes properly before teaching kids how to drive

WHEN you're learning to drive, the most important thing is to be taught right. Not just in order to pass the test, but to avoid picking up bad habits from the start. That's why it's imperative that you take some lessons with a qualified instructor armed with the latest curriculum and safety guidance. Yes, they're expensive, but it ensures you're driving the right way.

It's not the only answer, though. Spending some time on the road with a parent can be invaluable as part of the learning process, as you'll gain miles of experience that can only serve to make you a better driver.

However, you need to be careful, as it can be counter-productive. If parents aren't up to speed on the latest test procedures or are unwittingly passing on bad habits, it can be detrimental to your progress.

That's why the Driver and Vehicle Standards Agency (DVSA) is calling on parents to sit in on their children's driving lessons to understand what they're being taught and to stop themselves from undoing the work of professional instructors.

DVSA head of policy and registrar, Mark Magee, told a road safety conference that plans to stimulate "better engagement" with parents were at an early stage, yet the agency was "quite keen to do a lot more".

It's a great step in the right direction and adds to the strides the DVSA has made in recent months in changing the test to a more real-world set-up.

It also got us thinking at Auto Express: how many of us would pass our test if asked to do so again? With 2015 marking the 80th birthday of the driving test, we did the research. Turn to Page 26 to find out the results.

Joe_Finnerty@dennis.co.uk @ AE_Consumer

"If parents aren't up to speed on the latest test procedures, it can be detrimental to progress"

24 4 November 2015 www.autoexpress.co.uk



Anti-hacking update to stop premium car theft

Land Rover will offer security update to prevent hacker access

Tom Wiltshire HACKERS have consistently targeted electronic and keyless locking systems on premium cars in recent years, with Range Rovers and BMWs particularly susceptible.

In response, Land Rover is now rolling out a security update to existing affected vehicles to stop thieves in their tracks.

Currently, criminals are able to find the protocols for the electronic locking system using software and an open access point - required by EU law. Through this they're able to add extra sets of keys to the vehicle, and use those to steal it.

The security update is for 2013-14 Range Rovers (above), 2014-15 Range Rover Sports and 2012-15 Range Rover Evoques. Owners will be invited to go to their nearest dealer for the one-hour update.

A spokesman for Jaguar Land Rover confirmed: "Since April 2015, Jaguar Land Rover has implemented a new security feature as a line-fit to all new vehicles.

"This security feature is also available to existing customers through our network of retailers and resolves the current threat."

In the meantime, owners are advised to take extra care to keep keys safe. Dealers are able to determine how many keys are paired with a vehicle, and if this number is more than the customer has in their possession, action can be taken.



IT may not seem like a real threat, but more than 41 cars a day, checked by HPI, are identified as being recorded by the police as stolen. Fortunately, these checks prevented drivers handing over cash, but if you do buy a vehicle that turns out to be stolen, the police may come knocking at your door to reclaim the car and return it to the rightful owner. The harsh truth is that you'd be left with no car, while the fraudsters are long gone with your money.

The real snag is that car criminals are good at covering their tracks using clever scams such as vehicle identity fraud. They mask the true identity of a car by giving it a false Vehicle Registration Number (VRN) and then disguising the unique 17-digit Vehicle Identification Number (VIN).

Buyers who innocently purchase a stolen vehicle that has been given a false identity will end up losing the car and their money when it's returned to the legal owner.

'Ringing' is another method used by criminals, where they take the identity of a written-off vehicle, including the VRN and VIN, and use the V5C registration document to try to legitimise its identity. To avoid being caught out, a vehicle history check will confirm if a car has been registered as stolen. Buying blind isn't worth the risk.



Inbox What do you think?

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HOT TOPIC Renaultsport RS.01

FROM: Boulle THIS looks immense. I'm often confused by Renault. It's clearly a technologically advanced company just look at its F1 record – yet all too often its road cars fail to replicate the excitement. The guys behind the Mégane and Clio RS should take note.

FROM: theunwise1 RENAULT is one of the greatest motorsports specialists ever, and the RS.01 showcases this brilliantly. All this makes me even prouder to have had the pleasure of owning a 5 GT Turbo instead of the VW Golf GTI I was about to buy at the time.



POPULAR We drove the Renaultsport RS.01 in Issue 1,393, and it's left our readers desperate for a showroom car to be produced

Join the debate at www.autoexpress.co.uk

Can we please see this car make it on to the Renault production line? It looks brilliant and oozes potential." nanoth

"Renault is clearly back on form, and I for one am welcoming it back with open arms. Looks astonishing." ID253

■ "The RS.01 looks like a Nürburgring beater. I'd love to see it go toe-to-toe with the Radical SR8LM around the 'Ring." Parfait

Fines for uninsured drivers are too lenient

FROM: John Jones I DON'T think uninsured drivers should be charged a fine equivalent to their insurance premium (Issue 1,392). I think it should be double the amount. There should also be at least six penalty points awarded to those who choose to drive uninsured.

Social pressure should force motorists to pay

FROM: Henny Woolridge AS a motorist who has always paid her tax on time, I find it baffling to hear that some people purposefully choose to drive without it. I think there should be greater social pressure to be a responsible motorist - it's not just up to the police to uphold the law.

Sports car looks great, but doubts about price

FROM: Mike Firth THE Toyota S-FR (Issue 1,392) looks absolutely brilliant. I'm already looking at where I could place an order. However, I do have my doubts about the £13,000 price tag. I remember when it was predicted that the GT86 would be sold for around £15,000.

Leave Ford Escort and Anglia badges alone

FROM: Richard Moore THE Anglia and the Escort should not be brought back via the new Ford Ka (Issue 1,392). The Anglia was a terrible car, and surely the Ka deserves better, while the Escort was an iconic car for the opposite reasons. I doubt either of these legends would suit the new Ka very well.



THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

AA: 0906 010 1300 (p) RAC: 0870 5533 533 (m) Which?: 01992 822 800 **Consumer Direct:** 0845 404 0506 Local Trading Standards Local Citizens Advice Bureau **Used car inspections AA**: 0800 085 3007 RAC: 0800 085 2529

Technical advice AA: 0870 606 1619 (m) **Driving licences** DVLA: 0300 790 6801

Car registration/history

HPI: 01722 422422 AA: 0800 316 3564 DVLA: 0300 790 6802 RAC: 0800 975 5867

Traffic information AA: 09003 401100 (p) **RAC**: 09003 444999 (p)

Problems with dealers

Motor Codes: 0800 692 0825 Consumer Ombudsman: www.consumer-ombudsman.org RMIF: 0845 839 9205 (m) Scottish Motor Trade Association: 0131 331 5510 Problems with makers Motor Codes: 0800 692 0825 Financial problems

Financial Ombudsman 0800 023 4567 Safety concerns/recalls





Martin Saarinen
Martin_Saarinen@dennis.co.uk

AE_Consumer

THE driving test turned 80 this year, and since 1935, over 46 million drivers have taken their exam across the UK. Back then, the pass rate was 63 per cent – 16 per cent higher than it is today.

The fact the Highway Code was just 18 pages thick in the thirties compared to the 152-page guide it is today might have something to do with that.

However, it's not just the Highway Code that has grown in volume in the past 80 years, as traffic levels have spiked, along with car performance and variety. It's therefore important to keep up with the times, although some motorists won't have had any extra tuition since passing decades ago. So, the question is, can you still pass your test today?

To find the answer, Auto Express joined forces with the Institute of Advanced Motorists (IAM) in St. Albans, Herts, and gathered 12 volunteers to conduct a mock driving test. We wanted to see how many bad habits they'd picked up through the years, and whether the techniques they were taught are still valid today.

We met IAM driving instructors Debbie Wiseman and Peter Rowland – both with over half a decade of teaching under their belts – and went over the route along with things they would be looking out for.

"The route we're using is a typical test one," Peter told us. "It's a mix of dual carriageways with a 50mph sign in the middle, a single carriageway that turns into a 40mph, a 30mph zone and a good stretch in a built-up area with lots of roundabouts and junctions."

Debbie also hinted at mistakes she thinks most drivers are guilty of, saying: "It's likely to be speed and mirror checks – these are the two things many drivers have a habit of ignoring." The first driver to take the mock test was Donna Bromyard, a 26-year-old from Hertford. We joined Debbie on the test in her Smart ForFour, where she asked Donna a few car safety-related questions before hitting the road.

After Donna aced them, we headed out, with Debbie delivering instructions in a monotone voice to replicate test standards. After a 20-minute drive, she asked her student to parallel park and do a three-point turn back to the test centre. The verdict? A clear pass.

"Donna drove really well," Debbie concluded. "She kept her distance to other drivers and used the mirrors whenever making a manoeuvre. The only thing that resulted in a minor fault was that she held on to gears for too long; she could have changed up earlier."

To see how our other drivers did, turn to Page 29.

"Some motorists won't have had any extra tuition since passing their driving test decades ago"



WOULD YOU P YOUR TEST

12 READERS RETAKE

THEIR TESTS



26 4 November 2015 www.autoexpress.co.uk

ASS AGAIN?

To celebrate the driving test's 80th birthday, we wanted to see if experienced motorists can still cut it under the spotlight





THE TEST **Examiner Peter** Rowland quizzes 52-year-old Tracey Smith with safetyrelated questions before heading out on the road. The test route comprised a dual carriageway as well as 50, 40 and 30mph zones







CITROËN C4 CACTUS

There's probably no need for us to waffle on about all the wonderful award-winning features, so here's a little wordsearch...

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AIRBUMPS
EFFICIENT
ENGINE
PANORAMIC
ROOF
THERMODYNAMIC
TOUCHSCREEN

Α	F	R	Р	Α	Ν	0	R	Α	М	ı	С	Q
F	G	Н	Ε	R	Ε	F	Т	G	Υ	J	ı	L
L	Α	W	S	D	Ε	Ν	Ε	Α	L	C	Х	Ν
1	Μ	F	Α	1	R	В	U	М	Р	S	L	L
0	S	Х	G	Т	С	Н	U	М	K	0	Ε	В
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F	Ε	K	М	V	Т	Α	Н	ı	L	Α	Ε	Ε
G	R	L	ı	ı	С	ı	Ε	Ν	G	I	Ν	Ε
A	D	G	Х	Х	L	Q	U	0	S	Ν	Т	С

CRÉATIVE TECHNOLOGIE



Resitting your test years later **Inside story**

RESULTS: Who passed and who failed X



DONNA Bromyard

Age 26, Hertford

"I THINK it was my nerves that made me change gears so late; I usually drive in a higher gear," Donna told us. Examiner Debbie agreed: "It was rather unusual, and I think she was just nervous with redoing her test while being observed. Otherwise, she drove well."



COLIN BRADBURY

Age 82, Ealing, West London "I JUST wasn't checking my mirrors enough on the test. Otherwise, the feedback was very positive," explained Colin. "I kept a safe distance to other drivers throughout, I was smooth with the accelerator and followed the instructions. I'll be checking my mirrors more now."

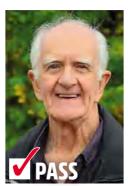


Age 52, Borehamwood, Herts "I WAS really nervous. It's been about 30 years since I took my test," said Tracey. But she needn't have worried, according to examiner Peter: "She drove well and was safe with her manoeuvres. The only issue was she actually drove a little too slowly at times."



GEOFF VINCETT

Age 69, Kingsbury, London "I USED to a be a longdistance coach driver, doing trips from the UK to Moscow, so I've done my fair share of driving," Geoff said. "But times change and it's important to keep up – after all, I passed my driving test in 1963." Debbie told us that Geoff aced the test.



RONALD SHEPHERD

Age 79. Codicote, Herts RONALD'S been a member of the IAM since 1988. and it clearly showed. "His driving was extremely good," Debbie said. "The only feedback I gave him was that he had to be more attentive with his blind spots, yet it wasn't enough to fail him."



SID SHAIKH

Age 48, Ware, Herts SID has been told by his family that he drives too fast at times. And perhaps unsurprisingly, he failed as a result of exceeding the speed limit, according to Peter. Sid added: "Generally, my observations were good, but I should have watched my speed."



ELIZABETH LORD

Age 68. Cheshunt, Herts "WHEN I learned to drive, the cars only had three gears; now they have six and they're a lot faster, too," Elizabeth said. Yet it seems she's kept up with the times very well, as Peter told us: "She passed and was very chatty during the test. That shows confidence."



BRIAN LORD

Age 69. Cheshunt, Herts "I PASSED, but apparently I was driving in too low a gear," Brian told us. "The odd thing is that my Mazda 2 has a gearshift indicator that I follow, so the car's been teaching me wrong. I will try to shift earlier from now on to have more control of my car."



INDRANI CHOUDHURY

Age 67. Edgware, London "INDRANI didn't fare very well on her test," Debbie told us. "She had trouble reading a licence plate from 20 metres and she didn't make enough progress on the dual carriageway to pass the test." Indrani seemed to agree, saving: "The feedback was interesting."



ADRIAN

Age 38, Hemel Hempstead, Herts "I WAS just driving a little too fast and went over the speed limit," Adrian said. Debbie told us that other than the speeding, his driving was excellent. She added: "He had really good levels of observation, signalling and mirror checks. If he'd limited the speed, he'd have passed."



MARTYN McCARTHY

Age 59, Harpenden, Herts "IN 30 years of driving, you build an awful lot of bad habits, and it's days like this that show us just how much we have to relearn," Martyn said. He will have to revise the use of mirrors a bit more, according to Peter: "There just weren't enough side mirror checks."



SALLY McCARTHY

Age 49, Harpenden, Herts SALLY failed because she stopped for a red light that wasn't intended for her. "This really was a shame, as she drove very well," Peter concluded. "Sally used the mirrors very well, was making good progress and her awareness was good."

ASK THE EXPERTS: The biggest test mistakes

EXACTLY half of our volunteers passed their mock driving tests, but perhaps we shouldn't be surprised, as that tallies with the national L-test pass rate of 47.1 per cent.

However, according to our experts, the reasons why they failed differed from the average learner. "We saw a lot of drivers failing for not using their mirrors enough, and a few who were driving over the speed limit," Peter explained. "With learner drivers today, we keep

emphasising the use of mirrors and signals, meaning they know the routine inside out when taking the test. Clearly, though, these are habits that eventually fade as drivers gain more experience.'

Debbie added: "This is why it's good to always keep learning, doing advanced driving courses and making sure that you, as a driver, are well rehearsed with the latest law changes and driving standards.'



Inside story extra



In a spin

Wild Originé is capable of up to 35mph, and drivers sit enclosed in perspex between the wheels controlling power from electric motors on each side with joysticks



НҮЦПО MOTOR GROU

Roger Stansfield
GIVE a bunch of engineers an inch and they'll take a mile. That's the thinking behind Hyundai-Kia's annual Ideas Festival, which encourages research and development teams to look beyond the next generation of cars, trucks and buses, and to the future of mobility.

The festival takes place in South Korea and is now in its sixth year. But after previous events had been attended mainly by locals, this was the first festival to attract much of an international audience - including Auto Express.

The entries were shortlisted for top brass at Hyundai-Kia to judge, with cash prizes and overseas trips awarded for the best ideas. So, what creative designs might be making their way on to a showroom floor of the future?

Our main image shows the cylindrical Originé, which looks a long way from production, but there were some great innovations for family motoring, plus some neat advances in virtual reality. Plus, the designers came up with some ingenious tech to aid mobility in developing countries. There was also a Car for the Disabled, controlled by head movements - ingenious.

But the winning design was all about fun. The Kia Sorento-based U Can Concert turns a car into a mobile sound studio. You wouldn't want to be stuck next to that in a traffic jam!

"Which ideas might make their way to dealers in future?"



Three in one

Solar Dream squeezes three vehicles into a Kia Soul: an electric tricyle a two-seater car and a van. It's aimed at remote, rural parts of Africa





WHEELS

Is this the future of mobility? We find out as engineers and designers let their creative juices go wild at the annual Hyundai-Kia Ideas Festival in South Korea

Virtual reality

Avatar Drive gives a glimpse of how hire vehicles may be delivered to customers in years to come, with 'driver' taking control using a virtual reality headset







Baby booms Designers also came up with the Child Car, featuring an inflatable child seat in the rear seatback, monitored by the driver via a tablet. On show, too, was this motorised stroller (right), which the driver stands on Ben Hur-style, while their child sits beneath a canopy in the centre

www.autoexpress.co.uk 4 November 2015 31

34

FUEL CELL HONDAAmazing Clarity FCV will bring hydrogen tech here next year, and we drive it.





Infiniti Q30

Performance 0-62mph/top speed



Running costs
72.4mpg (official)





FIRST DRIVE New Brit-built compact hatch aims to double sales for premium brand



Rebecca Chaplin Rebecca_Chaplin@dennis.co.uk @ BelieveBecca

INFINITI has been trying to establish itself as the alternative luxury brand for some time, but despite its best efforts, it hasn't exactly shaken up the market just yet. However, with its new Sunderland-built Q30 compact hatch, bosses expect total sales to double over the next few years.

First impressions of the Q30 hint that we've seen this somewhere before. It's based on the pre-facelift Mercedes A-Class, and while it appears a little more pumped up, it definitely isn't an SUV. In fact, the new car has been designed to sit between the hatchback and crossover sectors.

The important factor with the Q30 is that it's supposed to be a premium alternative to more mainstream models — and the result is a far more comfortable, indulgent experience than you'd expect. The sweeping, sculpted bodywork alone shows some serious thought

has gone into this car. Its long wheelbase and large alloys (18 inches as standard) combined with that fluid styling give a stylish look – and it certainly stands out.

The most popular Q30 is expected to be the 1.5-litre diesel, because of its impressive fuel economy and low running costs. With only 107bhp, it'll do a claimed 72.4mpg and emit 103g/km of $\rm CO_2-$ although unfortunately for Infiniti, all its main rivals (Audi, BMW and Mercedes) have cars that dip under the 100g/km threshold.

The weedy engine hits performance, too. The Q30 feels lethargic from a standstill and at low speeds. However, you can forgive this when cruising on the motorway, as it proves to be extremely comfortable.

Infiniti has given the car a rigid bodyshell to combat road noise and vibrations. But it's paired this with suspension that's designed for comfort – creating a very stable ride over bumpy roads. Once up to speed, the 1.5-litre engine is more than capable and, yet again,

NEED TO KNOW

Bosses hope luxury new compact hatch will help double the brand's total sales over the next couple of years



32 4 November 2015 www.autoexpress.co.uk

36

VW GOLF R ESTATE Storming new 296bhp family carrier loads up

for first time in the UK.

38

NEW DS 4Update adds more of a premium feel to hatch.

Does it go far enough?

40

XC90 R-DESIGN
Volvo's racy new trim
level gives our Car of
the Year a sharper look.

42

AUDI S8 PLUS

New 597bhp limo is
hottest S-badged Audi.
Plus, new A4 Avant.



NEED TO KNOW Q30 hatchback will spawn a crossover-style QX30 next year, based on the Mercedes GLA

Essentials

Infiniti Q30 Premium Tech

Price: £26,430

Engine: 1.5-litre 4cyl turbodiesel

Power: 107bhp

Transmission: Six-speed manual, front-wheel drive

0-62mph: 12.0 seconds

 Top speed:
 118mph

 Economy:
 72.4mpg

 CO2:
 103g/km

ON SALE Now



PRACTICALITY A 368-litre boot offers reasonable space with the rear seats in place. However, the slanting roofline and opening would make using its full capacity tricky



EQUIPMENT Infiniti's InTouch set-up is based on the Mercedes infotainment system, and combines with the classy dashboard to give a genuinely premium-feeling interior





comfort plays an important part. This is helped by the lack of steering input required at motorway speeds.

Infiniti claims further technological developments such as active noise cancellation, which emits a frequency through the speakers that should cancel out some of the engine sound. However, this is available only on the 2.2 D.

Our car's engine is Renault/Nissanderived, with the rest shared with Mercedes and made up of four-cylinder turbos. All are available with either a six-speed manual or a seven-ratio DCT auto, as well as front or all-wheel drive. In the petrol line-up there's the option of a 119bhp 1.6-litre as well as a 2.0 with 205bhp and 350Nm of torque. Want a diesel? Choose from this 1.5 or the more powerful 2.2 with 165bhp and 350Nm.

The Q30 Sport comes with the 2.0-litre petrol engine, lower suspension, slightly tweaked bumpers and 19-inch alloys. It's

claimed to be engineered with the driver in mind, so while it's stiffer and suffers less body roll, it's just as comfortable at motorway speeds. That said, the BMW 1 Series is still nicer to drive, while the SEAT Leon FR is more fun, more of the time.

Inside, the super-comfortable seats have been designed to relieve stress on the back by supporting certain areas more than a traditional seat. Elsewhere, you can spot buttons shared with Mercedes, but that doesn't detract from the luxurious feel.

There are three specs (as well as a load of option packs and special editions) to choose from. The base Q30 offers the best value for money, with its six-speaker sound system and smartphone connectivity, but it lacks Infiniti's excellent InTouch infotainment. Premium Tech includes a more luxurious cabin available with better-quality materials, while top-spec Sport gets more sculpted seats. But both models pump up the list price, making the Q30 harder to recommend.





THE Infiniti Q30 does everything we expected it to. It's a good car and, although not the most exciting model to drive, it does exactly what it says on the tin. Comfort is the key here, and Infiniti has made an extremely compliant and easy vehicle to drive. The big issue is the price, which may have people questioning if they could get more for their money elsewhere.





Honda Clarity FCV

FIRST DRIVE Our verdict on five-seat fuel cell family car that's taking the fight to Toyota Mirai



Jonathan Burn
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@ @Jonathan_burn

THE Honda Clarity is more than just an innovative concept. This is a production version of the Fuel Cell Vehicle (FCV) the brand has been tinkering with for years, and one that you'll be able to buy in the UK next year.

It's actually Honda's third attempt at developing an FCV, following the 2002 FCX and the FCX Clarity from 2008. The issue with the original Clarity was that Honda only ever built 72 examples, and all of them were sold in California. This time it's different, as following initial sales and leasing trials to businesses in Japan in March 2016, the Clarity will be heading to the UK. It'll be priced from around £42,000 when it arrives late next year, yet only via lease deals initially.

However, the car certainly won't be alone when it touches down in Britain, with the Toyota Mirai (Issue 1,393) and Hyundai ix35 FCV (Issue 1,372) already available here.

Like both of its rivals, the Honda mixes oxygen from the air with hydrogen in a tank to produce electricity that then powers the front wheels. The company says the car is capable of 435 miles on a single tank of hydrogen – considerably more than the 300 miles that Toyota claims for the Mirai.

The Clarity continues to impress inside. Honda has been able to reduce the size of the fuel cell stack by 33 per cent over the system that was fitted to the previous FCX, while at the same time improving power density by 60 per cent. It means the stack is now comparable in size to a V6 engine, which has allowed Honda to fit it beneath the bonnet – a world first for an FCV. That frees up space in the cabin for five, whereas the Toyota can only seat four.

Despite its rather complex drivetrain, the Clarity requires no additional skill to drive. In fact, it's remarkably simple. Depress the brake, hit the starter button, and several beeps are followed by a space-age whirr from the motors. The system promises 134bhp, which doesn't sound like much, but the instantaneous power delivery can make it feel like more. There aren't any official performance figures as yet, although the car doesn't feel much slower than a Nissan Leaf, which races from 0-62mph in around 11 seconds.

As speed builds, the initial thrust of acceleration begins to tail off at around 60mph – but this doesn't mean that the Honda can't sit comfortably on a motorway cruise. Unlike an EV, which emits an eerie whirr at speed, the Clarity has an almost mechanical quality.

The steering feels light and taking fast corners will produce some noticeable lean



Steering is light, while a full tank of hydrogen gives the Clarity a range of 435 miles; five-seat set-up ensures it has the edge over Toyota Mirai





Performance 0-62mph/top speed 11.0 seconds/N/A Running costs C0₂ emissions/range 0g/km/435 miles Howna

Essentials

Honda Clarity FCV

Price: £42,000 (est)
Engine: Hydrogen fuel cell stack with lithium-ion battery
Power: 134bhp
Transmission: Single-speed fixed ratio, front-wheel drive
0-62mph: 11.0 seconds (est)

Top speed: N/A
Economy: N/A
CO2: Og/km

ON SALE 2016



PRACTICALITY Honda wouldn't give us exact measurements for the FCV's boot capacity, but it claims there's enough space back there to fit three sets of golf clubs. Room in the rear is pretty good, too



INTERIOR Clarity feels just like a normal Honda inside, with brand's usual impressive build quality and conventional switchgear that could have been lifted from a Civic. Buttons control single-speed box



Conventional cabin makes you forget that you're in a hydrogen-powered car, with Honda's infotainment system in the smart dash



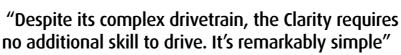
in the body due to the car's weight. Honda won't tell us exactly how heavy it is, but it's certainly not a car that would feel at home being hustled down a B-road. The Mirai is arguably more fun, yet neither compares to a modern-day SEAT Leon or Ford Focus.

After a while, there's every chance you could even forget you're driving a hydrogen car – given the rather conventional look of the cabin – and that's no bad thing. Honda's familiar infotainment system is housed in the dash and the controls for the climate controls look like they could have been plucked straight from a Civic hatchback.

There's a decent amount of passenger space in the rear, too. The tight middle seat will make it a bit of a squeeze for three adults to sit abreast, yet it's not

impossible. The boot also appears to be a decent size, despite being impeded by the hydrogen tank. Like many of the FCV's finer details, Honda won't reveal the load area's proportions, but does insist you'll have no trouble fitting in three sets of golf clubs – which is entirely believable.

One issue remains, however, and that's infrastructure. There are currently just 11 hydrogen filling stations in the UK, so one of these cars is a world away from being easy to run every day. Still, Honda is making steps towards improving that and will offer buyers the option of purchasing a small hydrogen production station for their home, which can create enough hydrogen to fill three cars. Trouble is, it will take more than four days to make enough to fill one.





Verdict

HONDA is making huge leaps towards the mass production of hydrogen cars. The Clarity's range is mightily impressive, refinement excellent and packaging second to none. It feels like a typical electric car from behind the wheel and drives like one, too. If the infrastructure improves and Honda can come good on its promise of reducing the cost to that of a typical diesel car, this could well be the fuel of the future.







Volkswagen Golf R Estate

■ FIRST UK DRIVE Potent and practical family carrier hits British roads



James Disdale

WHEN VW decided to put the boot into its hottest hatchback, this was the result: the Golf R Estate. Using the same 296bhp 2.0-litre turbo and four-wheel-drive transmission as its five-door brother, the newcomer promises to deliver a winning blend of performance and practicality.

Yet as with the hatch, the R Estate doesn't shout about its potential. In fact, only the deeper front bumper, subtle side skirts, silver-finish door mirrors and quad exhaust pipes offer any clues. Even the standard 18-inch alloys have a low-key look.

This stealthy approach continues inside, where the biggest changes are the addition of a flat-bottomed steering wheel and distinctive blue needles for the dials. Fit and finish are first-rate, with top-notch materials used throughout. And because this is an estate, there's also plenty of space.

The Golf's 605-litre load capacity is no longer class-leading, but it's well shaped and full of handy storage features. You had better make sure any items are firmly secured, however, because a quick blast

Styling additions include

deeper bumper, side

skirts and silver mirror



off the line in the R will result in spilled shopping and loose luggage.

Unlike with the R hatchback there's no manual transmission, but the standard-fit six-speed twin-clutch DSG features launch control, meaning the 0-62mph sprint takes only 5.1 seconds. Incredibly, the Golf feels even faster than the figures suggest. Despite having to lug an extra 79kg over the

hatch, it accelerates with real urgency from 2,000rpm, while the gearbox serves up rapid-fire shifts. The R sounds good, too, emitting a deep burble at idle, which turns to a menacing growl as the revs rise.

Head down a twisting back road and you'll discover that the R is as composed through the corners as it is fast on the straights. There's bags of grip, rock-solid body control (especially when equipped with our car's £830 adaptive dampers) and steering that's direct and meatily weighted. The confidence-inspiring handling, unbreakable traction and relentless performance mean few cars in its class are as fast from point-to-point – particularly when the weather turns nasty.

Yet it's the Golf's ability to combine this driver involvement with exceptional refinement, surprising comfort, decent running costs and effortless usability that marks it out as something special.

Essentials

VW Golf R Estate

Price: £33,585

Engine: 2.0-litre 4cyl turbo
Power/torque: 296bhp/380Nm

Transmission: Six-speed twin-clutch

auto, four-wheel drive

Top speed: 5.1 seconds 155mph 40.4mpg

CO₂: 162g/km

ON SALE Now



EQUIPMENT Low-key look of standard-fit 18-inch alloy wheels complements the understated design of the Golf R's exterior



PRACTICALITY Estate's 605-litre luggage area is well shaped and comes with plenty of storage extras. But the 60:40-split seats don't fold flat



INSIDE There's plenty of space for five people in the Golf R estate's well built cabin, with decent head and legroom for rear passengers



YOU might have to take a deep breath before forking out more than £30,000 on a 'mere' Volkswagen Golf, but if you dare to take the plunge you'll be rewarded with one of the finest all-rounders currently on the road. It's fast and fun at one turn, yet peaceful and practical at the next. Refined, comfortable and boasting decent running costs, the Golf R Estate could just be all the highperformance car you'll ever need.







Bosch Aerotwin now works with Power Protection Plus – innovative wiper rubber technology with a patented coating. Just one wipe has three advantages!

- ▶ Perfect wiping performance without streaks
- ▶ Longer service life in all weather conditions
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BOSCH

Invented for life



DS 4









Running costs 47.9mpg (official)



FIRST DRIVE Update adds more premium feel, but does it go far enough?



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THE DS 4 hasn't had it easy since launching in 2010. Tasked with taking on the cream of the premium hatchback crop – but originating from the mainstream Citroen C4 – it stumbled out of the blocks.

Yet this is the new, fresher-faced version and big changes have not only been made to the car, but also to the DS brand itself. This DS 4 is only the second model from DS since it was separated from Citroen last year, following the larger updated DS 5.

The facelifted car now has a bolder, more distinct image, adorned with DS's own motif. The front and rear ends are reshaped, while there are new LED headlamps and an array of personalisation options for the body and roof.

DS is also attempting to lure customers by making the DS 4 more conventional. It's lower than before, so its shape is more akin to the Audi A3 and BMW 1 Series. Those who liked the previous car's raised ride height will take comfort from the DS 4





Leather-trimmed interior adds to premium feel; standard kit includes reversing camera

Crossback (driven in Issue 1,393), which benefits from SUV styling and an elevated stance, but without the associated ability.

In the standard hatch here there's also more performance on offer thanks to the new 208bhp 1.6-litre petrol turbo. It's lively and eager, pulling willingly from under

2,000rpm right through the range.
But it sounds strained as the revs
build, and it fares no better

when you head out on the motorway. The dull drone from the engine only adds to the wind noise kicked up by the A-pillars and wing mirrors.

There are softer springs and dampers to soak up road imperfections better, so the ride quality has improved, but is it more comfortable than the Audi or BMW? Not quite. It's still too firm, tending to crash over bumps.

On the flipside, that does mean the DS 4 handles quite neatly. You can carry a fair amount of speed through a corner and the body will remain largely flat and composed. We just wish the steering had more life. It's elastic in feel and too quick to self centre, which can be unnerving at higher speeds.

The cabin, however, is plush. In top-spec Prestige trim, every surface is finished in leather, making the car feel more upmarket than rivals. The sumptuous seats are another highlight, too. There's no shortage of standard kit, either, with navigation, a reversing camera and dual-zone climate control, as well as an array of safety tech.

That makes the DS 4 good value against the A3 and 1 Series, both of which would cost a lot more if specced to similar levels.

Essentials

DS 4 Prestige THP 210

Price: £22,995

Engine: 1.6-litre 4cyl turbo petrol

Power: 208bhp **Transmission:** Six-speed manual,

front-wheel drive

0-62mph: 7.8 seconds

Top speed: 146mph

5p speed: 146mpn

Economy: 47.9mpg **CO₂:** 139g/km

ON SALE Now



PERFORMANCE New 208bhp 1.6-litre petrol turbo is eager to rev, and adds extra performance to range. But it feels strained the more you push it



COMFORT Seat comfort is a real highlight, yet space and access to rear remain tight due to narrow doors and roofline. Plus, rear windows don't open

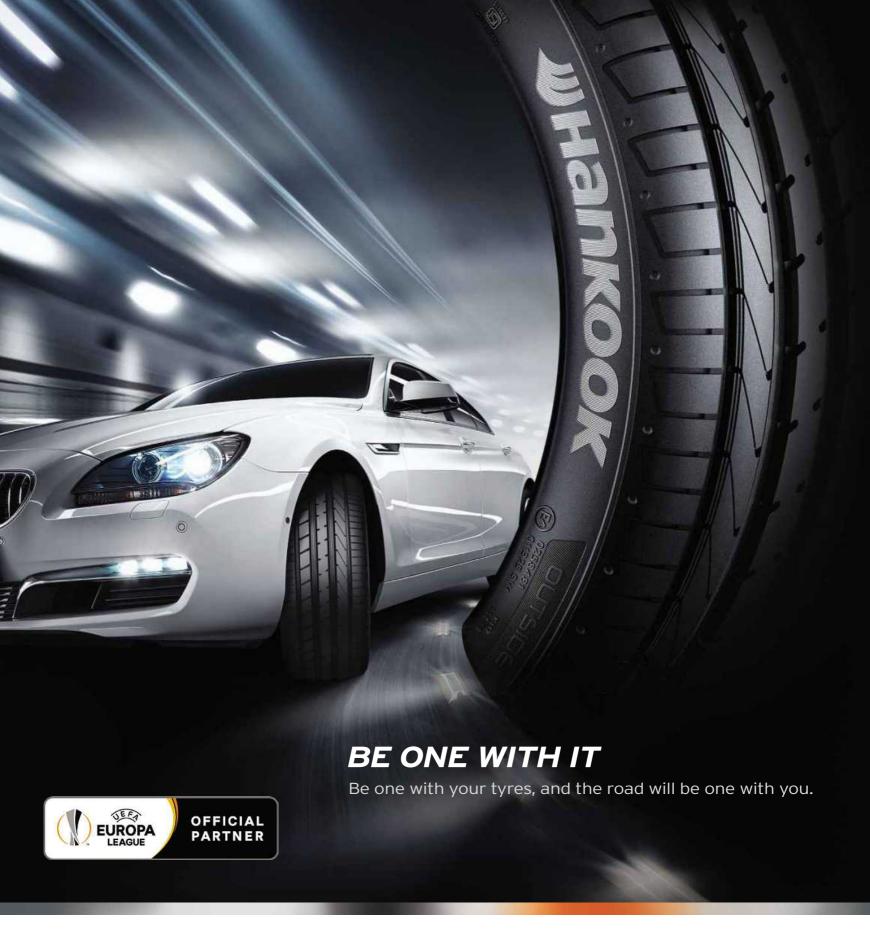


PRACTICALITY While the 385-litre boot is a good size and shape, similar to an Audi A3's, there's a high load lip and no underfloor storage

Verdict

THE improvements to the DS 4 are clear, but there aren't enough of them to put it on a par with class leaders. While it looks more distinctive and is a bit more comfortable, given DS' focus on refinement, it's a surprise that the car still falls short of BMW and Audi models here. A more suitable engine would help, but practicality remains an issue. For that reason, the DS 4 is, as before, a quirky alternative to the established class leaders.







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Volvo XC90 R-Design

FIRST UK DRIVE Racy trim level gives our Car of the Year sharper look



MANUFACTURERS know that sport sells, and buyers wanting a racier look for their new car are well catered for. While some makers hang their sport trims on the coat tails of performance models, Volvo hasn't got that luxury. But that doesn't stop it from offering its sporty R-Design trim across the range, including on the new XC90 SUV.

Like other R-Design models in the line-up, the XC90 gets unique styling touches inside and out. There are matt-silver wing mirrors, a subtle bodykit, a gloss-black grille and matt trim around the grille and windows. You also get a set of 20-inch alloys wrapped in low-profile tyres, while full LED headlamps are still a talking point of the design. The result is an imposing SUV, especially in vivid Passion Red paint – exclusive to R-Design trim.

Climb inside, and you're not left wanting for kit. The stylish cabin is boosted by R-Design-branded electric leather seats and two-zone climate control, while the Volvo's smart touchscreen with sat-nav adds to the minimalist look. There's a leather steering



wheel and gearlever to mark the car out, too, but as soon as you hit the road, it's clear this model is no more performance-orientated than the standard model.

We tried the D5 diesel, and while it's quick enough, the 222bhp four-cylinder engine makes itself heard when pushing on and disrupts the tranquil cabin. A Dynamic setting firms up the suspension and

NEED TO KNOW

R-Design spec is purely aesthetic, with no Polestar fettling for this top-spec XC90 sharpens the engine and gearbox response, but as the XC90 is such a big car, body roll is still an issue in corners. Plus, while the steering is firmer, it doesn't offer much in the way of feedback. There are shift paddles if you want to take manual control of the eight-speed auto, yet you'll soon find it's easier to let the electronics do the work.

The Volvo is better in Comfort mode, and although the low-profile tyres do add extra road noise and make the ride firmer, it's not uncomfortable. If you're intent on saving fuel, Eco mode softens throttle response, yet this encourages you to press the pedal harder to get something out of it, which completely defeats the object of the setting.

Stick in Comfort mode, and the XC90 is a refined cruiser, while the sportier cabin hasn't compromised the car's practicality. You still get a seven-seat layout, and there's plenty of space for all passengers, although the dark interior trim does feel oppressive.

Essentials

Volvo XC90 D5 R-Design

Price: £49,285

Engine: 2.0-litre 4cyl diesel

Power: 222bhp

Transmission: Eight-speed auto, four-wheel drive

0-62mph: 7.8 seconds

Top speed: 137mph

Economy: 48.7mpg

CO₂: 152g/km

ON SALE Now



EQUIPMENT As with all XC90s, LED headlamps look great, but on R-Design they flank an aggressive gloss-black grille that's trimmed in matt silver



RIDE Large 20-inch five-spoke alloy wheels are wrapped in low-profile tyres. While the ride is firmer than normal, it isn't uncomfortable



PRACTICALITY Seven-seat layout is unchanged for this model, although the XC90's 450-litre boot capacity isn't the biggest on the large SUV market

Verdict

UPGRADING to a sportier trim usually means you get sharper styling at the expense of driving comfort. However, the XC90 R-Design manages to look sporty and is nearly as comfortable as the standard model – in spite of its larger wheel and tyre combination. The newcomer is expensive, at almost £50,000, but if you want a sporty-looking, spacious SUV with reasonable running costs, it's well worth considering.







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Audi S8 Plus





Running costs

28.2mpg (official)

£90 fill-up



Practicality

Boot capacity



FIRST DRIVE New 597bhp limo is hottest-ever S-badged Audi, and has Mercedes-AMG S 63 in sight



Richard Ingram
Richard_Ingram@dennis.co.uk
@ @rsp_ingram

AUDI sells about 1,000 A8 saloons every year in the UK – something that's easy to forget when all the attention is on the new BMW 7 Series and class-leading Mercedes S-Class. The A8 3.0-litre TDI makes up the bulk of sales, but 10 per cent are accounted for by the 513bhp S8 super saloon.

With a new A8 not due until 2017, Audi has upped its game by introducing the fastest-accelerating and most powerful S model ever. Driven here for the first time, the S8 Plus is about as close as we'll get to an RS8 this decade, but with 597bhp, a tweaked chassis and optional carbonceramic brakes, we're not complaining.

This brute of a European muscle car is aimed squarely at the Mercedes-AMG S 63. It commands a premium of £16,315 over the current S8 and will be sold alongside it, with first deliveries in the spring. Along with the 84bhp boost over the standard car, it gets an extra 100Nm of torque (up to 750Nm). That's not only more than a diesel-powered Q7, but a whopping 160Nm over and above what you'll find in a new R8 V10.

It means 0-62mph takes just 3.8 seconds (versus 4.1 in the standard S8), and the car is every bit as fast on the road as it seems on paper. In fact, even with the optional Dynamic Package selected, Audi engineers have had to restrict the S8's top speed

to 189mph due to tyre and drivetrain restraints. Peak power is delivered from 6,100rpm, but all 750Nm of torque comes in on overboost from just 2,500rpm.

While the Plus is relatively sedate in its Comfort setting, switch through the driving modes to Dynamic, and it sounds like a hurricane at full chat. When you plant the throttle, the Active exhaust opens wide to unearth a deep V8 bellow as you pass slower traffic. Still, it's really quiet on the motorway thanks to clever sound-cancellation tech.

The S8 Plus may accelerate as fast as a previous-generation Audi R8 V10, but we wouldn't expect it to handle like one. It's no Porsche Panamera, although there's very little body roll and turn-in is sharp. The steering could do with a little more weight and feel, yet it belies its size and grip is good thanks to quattro all-wheel drive.

The gearbox is a single clutch eight-speed tiptronic, and while it isn't super-smooth, it'll change quickly in either direction with a pull of the steering wheel-mounted paddles. It allows the V8 to burble on the overrun when you lift off the gas, too. Plus, Cylinder-on-Demand trickery should mean this is one of the more affordable super saloons to run.

OK, so 28.2mpg and CO_2 emissions of 231g/km are hardly frugal, but the economy figure is only 1.2mpg down on the standard car's, despite the significant power hike. And it's a lot more efficient than the Jaguar XJR.



Top-quality interior is crammed with kit, while the Audi is refined at motorway speeds



Essentials

Audi S8 Plus

Price: £97,700

Engine: 4.0-litre twin-turbo V8

Power/torque: 597bhp/750Nm

Transmission: Eight-speed auto,

four-wheel drive

0-62mph: 3.8 seconds

Top speed: 189mph (Dynamic Pack)

Economy: 28.2mpg CO₂: 231g/km

ON SALE Now



EQUIPMENT Standard kit includes a Sports exhaust, LED headlamps and Nappa leather. The Plus model is marked out by its high-gloss detailing and darkened light clusters



PRACTICALITY The S8 Plus is only available in short-wheelbase form, but space in the back is good - with the optional armrest folding to reveal a decent-sized middle seat



Verdict

THE Audi S8 remains a niche option, but considering the cars it's up against, this new Plus version offers quite a lot for its £97,700 price tag. It's blisteringly quick and remarkably poised for such a big car. The Audi is starting to feel its age alongside models like the all-new BMW 7 Series and established Mercedes S-Class, but it's hard to ignore its brutish, muscle car charm.



Audi A4 Avant

Practicality Boot (seats up/down)



FIRST DRIVE Diesel estate has impressed, but what about petrol version?





KNOW
The 2.0-litre turbo petrol engine two states of tune: 187bhp and 249bhp



WHILE the S8 Plus may be the ultimate WHILE the So Flus may 22 expression of understated wealth, not all of us can justify a 597bhp super saloon - especially those with a growing family.

Our first drive of the Audi A4 Avant (Issue 1,393) proved that the load-lugger offered everything the saloon did in a bigger and more practical package. We tested the frugal TDI Ultra in mid-spec Sport trim, but what if you want a petrol-powered exec?

The line-up is carried over from the saloon, so there's a pair of 2.0-litre TFSIs and a single 1.4, and it's the most powerful 249bhp 2.0 S line we try here. Unsurprisingly, it feels very refined next to the diesel, with almost no noise on start-up. It's also quiet around town, and the slick auto gearbox makes for smooth low-speed progress, Pull out of a 30mph limit or down a motorway slip road, and response is instant. There's little to no turbo lag, and the S tronic box changes down the gears with a simple prod of the throttle.

It's lighter on its toes than the nose-heavy diesel, too, and feels nicely adjustable in corners. The steering is sharp and quattro

all-wheel drive doesn't hold the A4 back, either - making it playful in tighter bends.

But while the car is easily fast enough (0-62mph takes six seconds), the engine and exhaust are lacking in character. The turbocharged four-cylinder is muted under hard acceleration, and there's none of the TI's drama upon full-bore upshifts. Quiet and refined? Yes. Exciting? Not so much.

However, Audi is reserving that excitement for the all-new S4, due next year. It'll trump our car's 249bhp and 370Nm with a storming 3.0-litre turbo, which delivers 349bhp and 500Nm. It slashes the TFSI's 0-62mph time by 1.3 seconds, too, while returning 38.2mpg.

If you can't wait for that, the 3.0-litre diesel is just £1,920 more than this petrol, yet boasts an extra 20bhp and can return over 50mpg. It's infinitely more flexible, thanks to the massive 600Nm of torque.

Inside, all A4s are, of course, luxurious and beautifully finished; and if you add the optional Virtual Cockpit, the compact exec will offer more flash tech

> than a £100,000 S8. Plus, there's more space in the back than in a BMW

> > 3 Series Touring. P46: New A4 vs rivals

A4 is refined at high speeds, plus it's agile and engaging in corners

Essentials

Audi A4 2.0 TFSI S line

Price: £38,430 Engine: 2.0-litre 4cyl turbo

Power/torque: 249bhp/370Nm Transmission: Seven-speed Stronic, four-wheel drive

0-62mph: 6.0 seconds

Top speed: 155mph Economy: 44.8mpg CO₂: 144g/km

ON SALE Now



SPACE There's more space in the back than in a BMW 3 Series Touring, with plenty of leg and headroom. It's nicely finished, too



PRACTICALITY The A4 Avant gets loads of neat touches, including 40:20:40 split-fold seats and tie-down points in the boot



Verdict

THE range-topping petrol A4 Avant is quick, quiet and refined, but we question its relevance in a market dominated by diesel-powered models. The 3.0-litre TDI is more powerful, even faster and cheaper to run, while the forthcoming S4 should better satisfy buyers wanting style and substance in a practical estate car package.



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Tovota FT-1 (Supra) VW Golf R400



Mitsubishi Outlander

FIRST DRIVE Is revised diesel SUV left in hybrid's shadow?

WHEN the current Outlander launched in 2013, Mitsubishi made a big thing about how the PHEV plug-in cost the same as the equivalent diesel spec-for-spec.

And amazingly, that's still true. We've already tested the facelifted hybrid in Issue 1,394, but can the revised 2.2-litre diesel make a compelling argument in the UK's emissions-driven new car market?

On paper, it's off to a bad start. The diesel returns 53.3mpg economy (versus the updated PHEV's 152mpg figure). To add insult to injury, the plug-in car is also exempt from London's Congestion Charge and Vehicle Excise Duty (VED).

Running costs aside, the Outlander is easy to live with. It's simple to manoeuvre at low speeds and there's a well judged, supple ride. Plus, as the diesel is 255kg lighter than the battery-laden PHEV, it rides better.

On the motorway, the car remains refined, with only a little wind noise, but the suspension struggles on undulating roads and has a tendency to wallow at times. The steering doesn't offer much feedback, either, yet it's accurate and nicely weighted.

The engine is quiet, although it's not the strongest in the class and quickly runs out of puff. With 148bhp, the 2.2-litre diesel delivers 0-62mph in 10.2 seconds, yet the instant torque of the PHEV's electric motor means the diesel doesn't feel as quick. Still, there's enough grunt through the gears, and the six-speed manual is slick and easy to use.

Our mid-spec GX3 test car benefited from the same aesthetic changes as the refreshed hybrid. All models are four-wheel drive, and get LED daytime running lights on the outside and a USB socket inside, while this GX3 adds smart 18-inch alloy wheels, keyless go, automatic lights and wipers, Bluetooth and leather.

Seven seats are standard - that's two more than in the PHEV due to its bootmounted batteries - although there's not as much room in the third row as you'll find in rivals like the Kia Sorento.





NEED TO KNOW Outlander diesel still costs the same specfor-spec as the frugal plug-in version

Mitsubishi Outlander GX3

Price:	£29,099
Engine:	2.2-litre 4cyl diesel
Power/torque:	148bhp/380Nm
Transmission:	Six-speed manual, four-wheel drive
0-62/top spd:	10.2 secs/124mph
Economy:	53.3mpg
CO ₂ :	139g/km
ON SALE	Now

Verdict

ON paper, the facelifted Mitsubishi Outlander diesel struggles to match its PHEV brother's impressive fuel economy and low overall running costs, but the diesel version is more flexible. It's good enough to drive and the tweaks to the exterior are welcome, but if you want a diesel SUV with seven seats, the Kia Sorento and Hyundai Santa Fe are far more accomplished all-rounders, despite being marginally more expensive to buy.





Coming soon



KIA OPTIMA ESTATE 2016

Previewed by the Sportspace concept at March's Geneva Motor Show, a load-lugging version of the Optima will launch next year.

SUPERMINIS	
Ford Ka Plus	2017
Ford Fiesta	2017
Kia Rio	2018
Renault Twingo GT	2016
Renault 5	late 2017
SEAT Ibiza	2017
Smart ForTwo Brabus	mid 2016
Suzuki Swift	2017
Suzuki Baleno	2016
Volkswagen Polo	2017
FAMILY CARS	
ALC D CI II	2046

FAMILY CARS	
Alfa Romeo Giulia	autumn 2016
Alfa Romeo Giulia Estate	late 2016
Audi A3 three-cylinder	late 2015
Audi A4	late 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
Fiat Tipo	2016
Honda Civic	2017
Honda FCV	mid 2016
Infiniti Q30	December
Kia Optima estate	2016
Kia Sportage	2016
Jaguar XE Sportbrake	2016
Mazda large SUV	2017
MG5	2020
MINI Clubman	late 2015
MINI Countryman	2017
Nissan Leaf	mid 2016
Porsche Panamera	2016
Porsche Panamera estate	2017
Renault Mégane	mid 2016
Subaru Levorg	late 2015
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Toyota Mirai	late 2015
Vauxhall Astra	late 2015
Vauxhall Insignia	2017
VW Beetle Dune	late 2015
VW Golf CC	2016

Vauxhall Astra	late	201
Vauxhall Insignia		201
VW Beetle Dune	late	201
VW Golf CC		201
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SPORTS CARS		201
Abarth 124 Spider	1.1.	201
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Alfa 6C		201
Aston Martin DB11		201
Aston Martin V8 Vantage	early	
	spring	
Audi A9		201
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Audi TT Sportback		201
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Infiniti Q60	late	201
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Kia GT4 Stinger	carry	201
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Lexus LF-LC		201
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Mercedes C-Class Coupé	Dece	
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Mercedes-AMG C 63 Coupé		201
MG TF replacement		202
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Peugeot 408 GT		201
Porsche 961		201
Porsche Pajun		201
Renault Alpine	late	201
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/W Golf R400	2016
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/W Golf GTI Clubsport	2016
/W Scirocco GTS	2016
SUVs	
Alfa Romeo SUV	2017
Aston Martin DBX	2017
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Audi Q5	2016
Audi Q6	2018
Audi Q8	2020
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW 1 Series Sport Cross	2017
BMW X2	2017
BMW X3	2016
BMW X7	2018
Citroen Grand Cactus	2017
Dacia Duster facelift	2016
ord Edge	spring 2016
nfiniti QX30	mid 2016
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aguar 'Baby' F-Pace	2017
(ia Niro	2018
amborghini Urus	2018
and Rover Defender	2018
exus RX	early 2016
Maserati Levante	2016
Mercedes-AMG GT four-do	
Mercedes GLC Coupé	early 2016
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VW Beetle Dune cabriolet	2016
LUXURY CARS	

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LUXURY CARS	
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Mercedes E-Class	2016
Rolls-Royce Phantom	2017
VW Phaeton	2017
Volvo S90	late 2016



Tell us about your experience

56

RENAULT KADJAR vs NISSAN QASHQAI

Has Renault improved on crossover class leader with its new sister car?

its blend of sharp handling and top quality, the

320d is a tough opponent for any new arrival.





46 4 November 2015 www.autoexpress.co.uk

engine and seven-speed twin-clutch box. The

Audi's first test is far from an easy one, though,

lighter, faster, sharper to drive and more efficient than before. Plus, with Audi's reputation for

64

LIVING WITH A... KIA SORENTO

Capable new 4x4 joins our fleet just in time for the big freeze.



66

LIVING WITH A... HONDA CR-V

We put new compact SUV through its paces on family holiday.







Jaguar XE R Sport

Price: £34,775 Engine: 2.0-litre 4cyl, 178bhp

0-60mph: 8.2 seconds Test economy: 44.7mpg/9.9mpl

CO₂: 111g/km Annual road tax: £20



BMW 320d M Sport

Price: £33,635 Engine: 2.0-litre 4cyl, 187bhp
0-60mph: 7.1 seconds Test economy: 53.4mpg/11.9mpl
CO₂: 116g/km Annual road tax: £30



Audi A4 S line

Price: £34,030 Engine: 2.0-litre 4cyl, 187bhp
0-60mph: 7.0 seconds Test economy: 43.0mpg/9.5mpl
CO2: 111g/km Annual road tax: £20



www.autoexpress.co.uk 4 November 2015 **47**

MODEL TESTED: Audi A4 2.0 TDI 190 S line S tronic **PRICE**: £34,030 **ENGINE**: 2.0-litre 4cyl, 187bhp

FOR over 20 years, the Audi A4 has been trying to topple the compact executive class leaders. The upmarket four-door has always boasted impeccable build quality, a classy interior and strong badge appeal, but it's just never had the driving sparkle to stake its claim on the top spot. However, that could all change with the latest fourth-generation model.

Featuring all-new underpinnings, more efficient engines and cutting-edge tech, the latest A4 seems to have all the ingredients to succeed. We test the 2.0-litre TDI 190 in sporty S line guise with an S tronic gearbox.

Styling 3.7/5

AUDI has once again favoured evolution rather than revolution with the new A4's design. There's a larger, squared-off grille, plus a more aggressive treatment for the headlamps and tail-lights, while a sharp crease now runs down the flanks. Elsewhere, the newcomer looks almost identical to its predecessor. There are the same proportions, looping roofline and subtle spoiler cut into the tailgate. The car is handsome enough, yet it doesn't stand out like the Jaguar XE.

Still, our S line car was given a visual lift courtesy of its subtle side skirts, reprofiled bumpers, mattgrey trim inserts and 18-inch alloys – although the model in our pictures had £1,200 optional 19-inch RS wheels, which hike emissions to 113g/km, too. Sporty S line versions also benefit from all-LED headlamps in place of the bi-xenon units fitted to SE and Sport models.

While the exterior looks much the same as before, the A4's interior has been transformed. Audi has a reputation for designing and building hugely desirable interiors, and the A4 is no exception. The slickly designed and thoughtfully laid out dash takes its cues from the larger A6 and A8, while the rest of the well built cabin is packed with top-class materials.

There are lovely touches everywhere, including the metal-finished switches, crisp switchgear and brushed aluminium trim inlays. Our test car benefited from Audi's £450 Virtual Cockpit, which replaces the traditional instruments with a configurable 12.3-inch TFT screen. Not only does this upgrade look good, it works extremely well.

All versions of the new Audi are well equipped, with three-zone climate control, xenon headlamps, parking sensors and cruise control, while Sport models add sat-nav to the comprehensive kit list.

Driving 3.6/5

THE latest A4 is underpinned by the brand's new MLB architecture that has been created for cars with longitudinal engines. Built from strong yet lightweight materials, this new platform saves around 100kg over the outgoing car, and promises to improve handling, performance and efficiency.

One thing's for certain: the car is no slouch off the line. The combination of a punchy 187bhp 2.0-litre diesel and a seven-speed twin-clutch gearbox with closely stacked ratios in the lower gears helped the Audi sprint from 0-60mph in just 7.0 seconds, which was one-tenth faster than the BMW 3 Series.

However, the A4 is less impressive in the higher gears, where its widely spaced ratios make for frustrating and often sluggish progress. This is particularly obvious in top gear, where the Audi takes 23.7 seconds to accelerate from 50-70mph. And because seventh gear is so tall, the engine is turning over at just 1,400rpm at 70mph. On the motorway, this means the gearbox kicks down to sixth with

Testers' notes

"We've come to expect big things from Audi's latest generation of scalable platforms, but the MLB architecture underpinning the A4 is a bit of a letdown. With its stiffer S line suspension and vast 19-inch alloys, our example felt inert and a little cumbersome when compared to the Jaguar and BMW. There's plenty of grip and the car always feels composed, yet it fails to sparkle in the way you'd expect from a sports saloon."



even the lightest touch of the throttle, so progress is far from smooth. This is a shame, because in other respects, the car is a quiet and composed cruiser, with low levels of wind and road noise.

And while the ride is very firm around town, it settles down at higher speeds. Yet the biggest disappointment is the Audi's lacklustre handling. Drivers expecting the same agility and engagement found in smaller MQB cars will be surprised by the fact that the A4 isn't nearly as responsive.

The steering is reasonably precise and there's good grip, but the A4 doesn't involve you like its rivals here. Where both the Jag and BMW dive eagerly into corners, the Audi feels slower to respond and more lead-footed, plus the wide, 245 section front tyres fitted to our car tended to promote torque steer on bumpy roads and follow cambers in the tarmac.

Ownership 3.9/5

AUDI has cultivated a strong image for quality and durability, yet the reality isn't quite as impressive. The brand finished 13th in our Driver Power 2015 satisfaction survey – 11 places behind Jaguar. Its dealer display was even worse, with the network languishing in a lowly 25th place out of 32.

Still, our test car felt solidly built, while the engines and electrical hardware have been tried and tested in other Audi models – yet we have heard of one or two issues with the brand's hi-tech Virtual Cockpit dash.

There should be few concerns with safety, as all A4 models get six airbags, a pop-up pedestrian protection bonnet, stability control and low-speed autonomous emergency braking as standard. An extra £1,250 buys the Driver Assistance Pack, which includes adaptive cruise control, lane keep assist and traffic sign recognition.

Running costs 4.1/5

AT £34,030, the A4 falls between the 3 Series and XE on price. Yet for most Audi drivers, the Benefit in Kind bills will be more important than the list price. And with CO₂ emissions of 111g/km, the Audi works out as the cheapest choice here, with higher-rate earners paying £2,718 a month—that's around £60 and £100 less respectively than those choosing the Jaguar and BMW will fork out.

But the A4 was the thirstiest car on test, returning 43.0mpg economy in our hands. Combined with the car's relatively small 40-litre tank, this means the Audi has the shortest range between fill-ups. On top of that, our experts have calculated that the car will retain just 41.5 per cent of its new value.



Audi A4



48 4 November 2015 www.autoexpress.co.uk





Cruising

AUDI suffers from a very firm ride on standard 18-inch alloy wheels around town, yet this settles on the motorway, where the car is a composed and assured cruiser. Handling is a letdown, though, as the car lacks agility



CO₂/tax 111g/km £20 or 20%



Practicality
Boot (seats up/down)
480/965 litres



Performance 0-60/30-70mph 7.0/6.3 seconds



70-0/60-0/30-0mph 43.9/32.7/8.2m



Running costs

43.0mpg (on test) £44 fill-up





Room

REAR is tighter than rivals, yet seats fold for 965-litre load area

Dash

A4'S slick dash takes its cues from A6 and A8's; metal-finished switchgear looks great



Practicality 4.0/5

THE A4 is the longest car here, yet there's actually fractionally less legroom in its rear than in either of its rivals here. And despite its front-wheel-drive layout, the Audi suffers from similar transmission tunnel intrusions for occupants in the rear.

Still, there's plenty of room up front, plus a wide range of wheel and driver's seat adjustment. Storage is good, too, with a large glovebox, wide door bins and a lidded cubby between the front seats.

The 480-litre boot is the same size as the BMW's load area, but it's better shaped. Useful additions include a pair of retractable shopping bag hooks and a 12V power supply, yet unlike the BMW, there are no remote release handles for the folding rear bench.

Testers' notes

"The Audi is beautifully built and features a first-class cabin, but I can't help wishing the brand's designers had gone bold with the styling. Walking past, you'll struggle to distinguish the new A4 from its predecessor."



MODEL TESTED: Jaguar XE 2.0 180 R Sport **PRICE**: £34,775 **ENGINE**: 2.0-litre 4cyl, 178bhp

JAGUAR was a relative latecomer to the compact executive party, but its XE made an instant impact and scooped the compact executive trophy at our 2015 New Car Awards. Eye-catching looks, a classy interior, excellent refinement and low running costs make the baby Jag a formidable opponent for the A4. Here, we test the 178bhp 2.0-litre diesel in £34,775 R Sport Auto trim.

Styling 4.3/5

SLEEK lines, perfect proportions and neat detailing give the XE an edge over both its rivals here when it comes to kerb appeal. The small saloon shares its cues with the brand's recently launched XF, which means you get the same swept-back headlamps, gaping grille and low-slung roofline. And while there are hints of Audi's A5 in the tailgate treatment and rear lamps, the sleek and graceful Jag is distinctive compared to its more conservative German rivals.

Our R Sport test car benefits from extra visual aggression courtesy of a neatly integrated bodykit, a number of subtle R logos and slick, gloss-black trim for the window surrounds and grille. The combination of a high waistline, a shallower glass area and an imposing transmission tunnel means that you feel instantly more cocooned in the XE than in the 3 Series, yet it's cosseting rather than cramped.

The stylish dashboard is dominated by a large touchscreen that controls the infotainment and nav functions, while the major instruments are clustered under a racy-looking cowl ahead of the driver. Traditional Jag touches include the rotary gear selector that glides up from the transmission tunnel when the ignition is switched on.

However, the layout isn't quite as user-friendly as either the Audi or BMW's, plus it doesn't feel as robust. Still, most of the materials have a premium look and feel, while details such as the stitched dashtop help create an upmarket ambience.

As you'd expect at this price, standard kit is good. It includes leather-trimmed and heated seats, sat-nav, dual-zone climate control and bi-xenon headlamps. Neither of its rivals comes close matching it.

Driving 4.2/5

DESPITE being the smallest model in the line-up, the XE boasts the same blend of performance and cosseting comfort that has traditionally marked out Jaguar's bigger cars. At the heart of its fine driving dynamics is the brand's new range of Ingenium diesel engines, currently available with either 161bhp or 178bhp outputs.

Yet while the new 2.0-litre is smooth and responsive, the XE can't hide its power and weight deficit to its rivals, and as a result was over a second slower than the Audi and BMW during the 0-60mph sprint. Our contenders were far more closely matched during our in-gear tests, where the Jag was able to use its 30Nm torque advantage to claw back ground.

Head out on the road, however, and performance differences between our trio are barely detectable – all feel brisk and deliver effortless mid-range punch – although the Jaguar and BMW's more closely stacked ratios mean they feel more alert at high speeds.

The eight-speed automatic gearbox gains further praise for its silky-smooth shifts in auto mode and quick changes when you pull on the steering wheelmounted paddles. It's not quite as effective as the BMW's box, but it's slicker than the Audi's occasionally

Testers' notes

"It's not just the XE's styling and driving dynamics that Jaguar has got right, as it's also nailed the ownership experience. It matches BMW's great-value £475 five-year servicing plan, while our experts are predicting strong residuals. Plus, best-in-class CO₂ emissions make it an extremely attractive choice for business users. Jaguar's excellent showing in our Driver Power satisfaction survey is the icing on an already delicious cake."



clunky twin-clutch set-up. Point the XE's nose down a twisting back road, and it's clear it can't quite match the BMW for driver involvement, but it's not far off.

The Jag's steering doesn't offer much feedback, yet it's extremely fast and precise, and there's plenty of grip, too. Dynamic mode alters the steering weighting, throttle response and shifting strategies, plus it turns the dials a menacing red. It also allows the car to cope effortlessly with mid-corner bumps that unsettle the stiffly suspended A4.

As you'd expect, the XE is a refined and comfortable cruiser. The standard sports suspension soaks up bumps and undulations well, but the stiffer set-up gives the ride a firm edge around town. Just as impressive is the Jag's noise insulation. The 2.0-litre diesel is more intrusive at idle than the Audi's engine, but it settles to a background hum on the move. Elsewhere, road roar and wind noise are as effectively subdued as in both of its rivals here.

Ownership 4.4/5

THE XE is relatively new, but if Jag's excellent record in our Driver Power satisfaction surveys is anything to go by, then you can expect stress-free ownership. The brand finished second overall in our 2015 poll, with owners heaping praise on its cars' reliability and quality. And in the unfortunate event of any problems, you can be assured of great service, as Jag's dealers finished third in the same study.

Further marks are awarded for the car's safety credentials. Euro NCAP hasn't yet tested the XE, but all versions get six airbags, stability control and autonomous emergency braking, while the R Sport adds lane departure warning. Options include the £2,610 Highway pack, which features a head-up display, blind spot monitoring and reverse traffic alert.

Running costs 4.3/5

WITH one eye on the lucrative fleet market, Jaguar has made the XE extremely cost effective to run. Even with an automatic transmission and large 18-inch alloys, the car emits just 111g/km of CO_2 , which is the same as the Audi. And although it's the most expensive car on test, it will only cost higher-rate earners a few pounds a year more in Benefit in Kind tax than the lesser specced A4.

Private buyers will also be encouraged by the XE's predicted residuals of 47.3 per cent, while there's a BMW-matching service pack that covers five years of maintenance for £475. The only real gripe is economy, as we returned a rather lacklustre 44.7mpg on test – although that's still a stronger figure than the Audi's.



Jaguar XE



50 4 November 2015 www.autoexpress.co.uk





Handling

STEERING is sharp and precise, yet doesn't offer a great deal of feedback. Still, the XE is grippy in corners and almost as involving as the 3 Series. Large, 18-inch alloys don't have an adverse effect on economy, while refinement is good and the suspension soaks up surface imperfections



CO₂/tax 111g/km £20 or 20%



Practicality
Boot (seats up/down)
455 litres/N/A



Performance 0-60/30-70mph 8.2/8.0 seconds



Braking F 70-0/60-0/30-0mph 48.0/34.4/9.0m



Running costs

44.7mpg (on test) £62 fill-up





Boot

JAG'S 455-litre boot is the smallest here; rear is tight, too

Touchscreen

INFOTAINMENT system is slick and easy to use, with nav coming as standard



Practicality 3.5/5

IF the XE has an Achilles' heel, then it's practicality. Despite large external dimensions, the Jag is no larger than the BMW inside, with both cars providing exactly the same amount of rear legroom.

Still, the combination of a high waistline and transmission tunnel means the interior feels cosy rather than cramped. The XE also trails the 3 Series for storage. Its door bins and glovebox are smaller, while the large centre armrest between the front seats lifts to reveal a small cubby area.

Yet it's the Jaguar's boot that's the real letdown, with its measly 455-litre capacity and awkwardly shaped load area. The Audi and BMW both boast 480 litres of space, plus more convenient layouts.

Testers' notes

"Jaguar's latest touchscreen infotainment system is a big improvement on the previous version, as it's easier to use and has crisper graphics. Yet with no rotary controller, it isn't as user-friendly as its rivals' set-ups."



MODEL TESTED: BMW 320d 190 M Sport Auto **PRICE:** £33,635 **ENGINE:** 2.0-litre 4cyl, 187bhp

THE 3 Series has been a hugely successful part of BMW's line-up for over 40 years, and a recent refresh has kept it in contention for class honours. It had to give best to the Jaguar XE in a recent compact executive clash (Issue 1,386), but it still represents a stern test for the new Audi A4.

Here we test the ever-popular 320d in £33,635 M Sport Auto guise, although the car in our pictures is a four-wheel-drive xDrive model.

Styling 3.9/5

GLANCE at the latest 3 Series and you'll be hard-pressed to spot the recent design changes. Look more closely, however, and you'll notice the subtly reprofiled headlamps with redesigned LED running lights, while lower down is a new bumper featuring wider air intakes. Move around to the rear and you'll see all-LED tail-lamps incorporating a distinctive L-shaped signature that sets the car apart at night.

Yet overall, the facelifted BMW looks almost identical to its predecessor. Still, that's no bad thing, as the traditional three-box saloon shape manages to cleverly combine upmarket kerb appeal with a hint of muscular menace. That's particularly true of our M Sport test car, which benefits from a neat bodykit and 18-inch alloys. For an even racier look you can add the £2,575 M Sport Plus pack, which brings 19-inch alloys, all-LED headlamps and a more powerful braking system with eye-catching blue calipers.

If the exterior changes are low key, the tweaks to the interior are virtually non-existent. In fact, they are limited to a revised transmission tunnel with two cup-holders that can be hidden beneath a sliding cover, plus a larger storage area ahead of the gearlever and some subtly revised switchgear.

Mind you, that means you still benefit from the same impeccably laid out, driver-focused dashboard and low-set seating position. Fit and finish are excellent, too, while all the materials used have a quality look and feel. It's not quite as classy as the Audi, but it's not far off.

There are few complaints about the amount of standard kit, either. All models now come with sat-nav, plus climate control, a DAB radio and Bluetooth connectivity. Our M Sport version adds desirable features such as leather seat trim and parking sensors. Even so, it's not quite as well equipped as the A4, which costs £290 less to buy.

Driving 4.5/5

THROUGHOUT its seven generations, the 3 Series has set the class standard for driving dynamics, and this new model is no exception. Strong performance and agile handling are expected, but it's the comfort and refinement that give the car a narrow edge here.

Behind the 320d's trademark double-kidney grille is a heavily revised 2.0-litre diesel that serves up the same healthy 187bhp as the A4's TDI unit. Yet despite having a lower 1,505kg kerbweight and responsive eight-speed automatic transmission, the BMW had to give best to the Audi in the 0-60mph sprint at the test track – it was a tenth slower, taking 7.1 seconds.

The 3 Series fared better during our in-gear assessments, where it matched the A4 in third and fourth. And like the Jaguar, it was able to turn the tables on the Audi in the higher gears, thanks to its more closely stacked and sensibly geared ratios.

Away from the track, there's virtually nothing to separate our trio. The 3 Series' engine sounds gruffer

Testers' notes

"It doesn't take long with a tape measure to discover the A4 and 3 Series have been closely benchmarked. Both pack a 480-litre boot capacity, while under the bonnet, their 2.0-litre diesels deliver identical 187bhp outputs. There's also millimetres in it when it comes to cabin space. Yet one thing Audi hasn't been able to replicate is the BMW's sparkling dynamics: where the 3 Series feels involving, the A4 is inert and soulless."



at idle than the Audi's, but it pulls strongly and revs keenly to the 5,000 rpm red line, allowing you to breeze past slower traffic with ease. Better still, the keen acceleration means you'll spend less time on straights before you get to a corner, where the 320d excels thanks to tweaks to its suspension and steering.

Here, the balanced rear-wheel-drive handling, well weighted and progressive steering and strong grip combine to deliver proper driver engagement. Plus, you can adjust the steering and throttle settings using the four-stage Drive Performance Control, although the EcoPro mode severely blunts responses.

The XE gets close to matching the 3 Series for driver fun, but the lead-footed Audi simply can't compete. Still, the BMW's poise and pace don't come at the expense of comfort. Our test car was fitted with the excellent £515 adaptive dampers, which deliver a supple ride in Comfort, yet tense up for rock-solid body control in Sport mode. If you select just one option when specifying a 3 Series, then we'd recommend this suspension upgrade.

Ownership 4.1/5

WITH a reputation for quality, it's no surprise that BMW finished our Driver Power 2015 satisfaction survey in a respectable 14th out of 32 manufacturers. Yet the pre-facelift 3 Series fell from 14th place in 2014 to 51st this year. Owners rated the car's handling, reliability and running costs, but were less impressed by its practicality. It's the brand's dealer network that's in biggest need of improvement, though. It finished our poll in 23rd – 20 places behind Jaguar's.

The outgoing 3 Series was awarded five stars in Euro NCAP crash tests, with all versions getting six airbags, stability control and adaptive brake lights. Yet there's still room for improvement because you'll have to pay £660 for road sign recognition and lane departure warning (both are standard on the Jag), while autonomous emergency braking only comes as part of the £620 adaptive cruise control package.

Running costs 4.0/5

TWEAKS to the BMW's 2.0-litre diesel have cut CO_2 emissions by 4g/km to 116g/km. Yet even though the 3 Series is cheaper to buy, it's still the more costly company car, by around £40. Higher-rate earners will face an annual Benefit in Kind bill of £2,821.

There's better news for private buyers, as our experts predict the 320d will retain 46.1 per cent of its value after three years – only slightly less than the XE. BMW also offers a £475 five-year servicing plan on the 3 Series, plus we recorded 53.4mpg on test.



BMW 320



52 4 November 2015 www.autoexpress.co.uk







BMW has the same size boot as the Audi, at 480 litres, yet features underfloor storage

Quality Practicality 3.9/5

OUR M Sport features stylish red leather trim, and material quality is excellent

Layout

STEREO and climate switches sit in centre, with screen above controlled via iDrive DESPITE its more compact external dimensions, the 3 Series has the upper hand when it comes to practicality. Space in the rear is compromised by an intrusive transmission tunnel, but it has a fraction more head and legroom than the A4. Up front, the Audi and BMW are more closely matched, and both feel less snug than the Jag.

There's not much in it on carrying capacity, as the 320d offers the same 480 litres of load space as the Audi. Yet it has an advantage with its underfloor storage and retaining net. The 40:20:40 split-fold rear seats are £255 extra, although they come with remote release handles.

Elsewhere, the BMW delivers decent storage, including a large glovebox, well shaped door bins and cubbies in the centre console.

HEAD TO **HEAD**

Space

OUR three contenders are closely matched on interior space, but surprisingly it's the Audi that has fractionally less rear legroom – our figures show it trails its rivals here by 30mm. Still, the A4 hits back with its well shaped 480-litre boot, which matches the 3 Series' and is a useful 25 litres ahead of the Jag's. All three cars feature a split/fold rear bench.



LED lights

LED running lights feature on all the cars here, but only the Audi gets LED technology as standard for the headlamps, too.

The Jaguar is fitted with bi-xenons, while the BMW makes do with traditional halogen units – although our test car had the £710 optional LED set-up.



Four-wheel drive

AUDI'S Torsen-controlled quattro all-wheel drive is available on the 2.0-litre TFSI petrol and 2.0 and 3.0 TDI diesels, while the BMW's xDrive system is optional on the 320i, 320d, 330d and 335d. In the UK, Jag only offers AWD on the F-Type and imminent F-Pace SUV.

Testers' notes

"The BMW's eight-speed auto box is the best transmission here, serving up smooth and perfectly timed gearchanges. However, we'd still consider saving £1,280 and opting for the slick six-speed manual."



Sean Carson Senior road tester

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Figures

Jaguar XE 2.0 180 R Sport



BMW 320d 190 M Sport Auto



Audi A4 2.0 TDI 190 🐷 **5 line 5 tronic**



_						
On-the-road price/total as tested	£34,775/£37,750 -	PRICE	£33,635/£33,635		£34,030/£40,230	RESIDUALS
Residual value (after 3yrs/30,000)	£16,462/47.3%	IT'S expensive, but	£15,499/46.1%		£14,122/41.5% •	AUDI will be
Depreciation	£18,313	low CO ₂ means	£18,136	SERVICING	£19,908	alarmed to see
Annual tax liability std/higher rate	£1,389/£2,778	XE's an attractive company car,	£1,410/£2,821	LIKE Jaguar, BMW offers a great-	£1,359/£2,718	our experts' resale value prediction of 41.5 per cent for
Annual fuel cost (12k/20k miles)	£1,346/£2,243	while generous	£1,127/£1,878		£1,399/£2,332	
Ins. group/quote/road tax band/cost	27/£562/B/£20	kit and strong	32/£623/C/£30	value servicing	N/A/£651/B/£20	this S line model.
Cost of 1st/2nd/3rd service	£475 (5yrs/50k)	residuals appeal	£475 (5yrs/50k)	package that covers five years	TBC	Lower-spec cars
		to private buyers.	· • · · ·	of maintenance		perform better.
Length/wheelbase	4.672/2,835mm		4,633/2,810mm	for a one-off	4,726/2,820mm	
Height/width	1,416/1,850mm		1,416/1,811mm	payment of £475.	1,427/1,842mm	
Engine	4cyl in-line/1,999cc	KERBWEIGHT	4cyl in-line/1,995cc		4cyl in-line/1,968cc	
Peak power	178/4,000 bhp/rpm	JAGUAR makes big claims about	187/4,000 bhp/rpm		187/3,800 bhp/rpm	GEARBOX
Peak torque	430/1,750 Nm/rpm	the amount of	400/1,750 Nm/rpm		400/1,750 Nm/rpm	TWIN-clutch box
Transmission	8-spd auto/rwd	weight-saving	8-spd auto/rwd	SPARE WHEEL THE Audi gets a space saver spare wheel, while the Jaguar makes do with sealant. However, BMW persists with its controversial	7-spd auto/fwd	has poorly chosen ratios. The first three are closely stacked, but seventh is so long it constantly kicks down on the motorway.
Fuel tank capacity/spare wheel	56 litres/£150	aluminium used	57 litres/ run-flats •		40 litres/space saver	
Boot capacity (seats up/down)	455 litres/N/A	in the structure and bodywork,	480 litres/N/A		480/965 litres	
Kerbweight/payload/towing weight	1,565 /585/1,800kg •	yet this car is the	1,505/575/1,800kg		1,530/615/1,900kg	
Turning circle	11.7 metres	heaviest of our	11.3 metres		11.5 metres	
Basic warranty (miles)/recovery	3vrs (unlimited)/3vrs	trio, at 1,565kg.	3yrs (unlimited)/3yrs		3yrs (unlimited)/3yrs	
Service intervals/UK dealers	21,000 miles (2yrs)/97		Variable/153		Variable/121	,
Oriver Power manufacturer/dealer pos.	2nd/3rd •	DRIVER POWER	14th/23rd	run-flat tyres.	13th/25th	
NCAP: Adult/child/ped./assist/stars	N/A	THE British brand	95/84/78/86/5 (2012)		N/A	
, , , , , , , , , , , , , , , , , , , ,	- 1,7 - 1	leads the way in	22/21/10/22/2(2022)		,	
0-60/30-70mph	8.2/8.0 secs	this test, having finished second	7.1/6.8 secs		7.0/6.3 secs	
30-50mph in 3rd/4th	2.9/3.3 secs	overall in our	2.7/3.2 secs		2.6/3.5 secs	DANIES
50-70mph in 5th/6th/7th/8th	4.5/5.5/7.1/11.3secs	Driver Power 2015	4.1/5.5/6.9/12.5 secs	HIGHEST CO ₂	4.9/9.1/23.7s/N/A	RANGE AUDI features a surprisingly small 40-litre fuel tank, meaning frequent filling station stops. However, a bigger 54-litre tank can be fitted as a no-cost option.
Top speed/rpm at 70mph	140mph/1,700rpm	manufacturers'	147mph/1,700rpm		143mph/1,400rpm	
Braking 70-0/60-0/30-0mph	48.0/34.4/9.0m	chart and third in	51.3/36.4/9.4m		43.9/32.7/8.2m	
Noise levels outside/idle/30/70mph	76/47/59/68dB	the dealers' poll.	67/47/58/68dB		79/52/59/69dB	
Auto Express econ (mpg/mpl)/range	44.7/9.9/551 miles		53.4/11.9/670 miles		43.0/9.5/ 378 miles ←	
Govt urban/extra-urban/combined	55.4/76.4/67.3mpg		56.5/74.3/67.3mpg	DESPITE tweaks to	57.6/74.3/67.3mpg	
Govt urban/extra-urban/combined	12.4/16.8/14.8mpl		12.4/16.3/14.8mpl	the mechanicals, the BMW has the joint highest CO ₂	12.7/16.3/14.8mpl	
Actual/claimed CO ₂ /tax bracket	169/111g/km/20%	STANDARD KIT	142/ 116g/km/21%		176/111g/km/20%	
2 27 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	207/2220//2070	THE XE's price premium is offset	- 1-1 +311 == 10	figure here. Only	0/ 1110// 20/0	
Airbags/Isofix/park sensors/camera	Six/yes/rear/£530	by a kit count that	Six/yes/yes/£330	the 320d ED Plus auto model dips below 100g/km.	Six/yes/yes/£450	
utomatic box/stability/cruise control	Yes/yes/yes	includes leather	Yes/yes/yes		Yes/yes/yes	
Climate control/leather/heated seats	Yes/ yes/yes •	trim and heated	Yes/yes/£325		Yes/£1,250/£300	
zimiato control/teather/freated seats	. 65/ 365/ 365	seats – you'll have				
letallic paint/xenon lights/keyless go	£620/yes/£500	to pay extra for	£645/£710*/£495		£645/LED/£525	

Results

JAGUAR

IT'S another road test victory for the Jaguar albeit by a small margin once again. The XE's blend of head-turning style, a classy cabin and a refined, responsive driving experience tugs at the heart strings, while low running costs, a long kit list and trouble-free ownership experience appeal to the head. The only drawbacks are the cramped boot and fussy infotainment system.



BMW

THE BMW comes close

the clattery diesel

undermines the package.

to regaining the compact executive crown again. It's great to drive, delivers strong pace and is beautifully finished, plus surprisingly practical. The 3 Series isn't quite as cost effective to run as the Jag, but it's not far behind and is more efficient. M Sport trim comes well equipped, but business users would be better off with the frugal 320d EfficientDynamics.



AUDI

MAKE no mistake: the A4 is a hugely desirable saloon. It's impeccably finished, impressively refined and has one of the best interiors at any price. The 2.0 TDI is also smooth and responsive, while S line versions have lots of kit. Yet the uninspiring driving dynamics, firm ride and highest-on-test running costs let the A4 down. It's also hobbled by gear ratios that are unsuited to UK roads.



*LED lights. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.



Lexus IS 300h F Sport PRICE: £32,495 ENGINE: 2.5 4cyl/electric, 220bhp

THE petrol/electric IS makes an interesting alternative to the usual European suspects. It's not as fun to drive as the BMW, but its smooth powertrain is cleaner than a diesel. The car is also well equipped, beautifully built and hassle-free to own.

Mercedes C 220d Sport auto **PRICE:** £33,670 **ENGINE**: 2.1-litre 4cyl, 168bhp

SLEEK looks, a stunning interior and a solid gold image make the C-Class a desirable addition to any corporate car park. It also emits a mere 109g/km of CO2. Yet

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is trying to cash in on their popularity. However, one brand that has struggled to

small SUV sector with its Captur, but so far hasn't impressed in the larger market. It fast-tracked the Koleos into the UK back in 2008, but this crossover - a rebadged model from Korean firm Samsung Motors - didn't win over many British hearts and

new Kadjar. This car makes the most of the brand's alliance with Nissan, as it's largely based on the same running gear as the popular Nissan Qashqai. However, Renault has taken time to develop the Kadjar so it has its own character.

a new dawn for Renault in the class? To find out, we've lined it up against the Qashqai for its first test. Both cars are front-wheel drive and are powered by the same 1.5 dCi diesel, so it should be a close



www.autoexpress.co.uk **56** 4 November 2015



www.autoexpress.co.uk 4 November 2015 **57**

MODEL TESTED: Renault Kadjar 1.5 dCi Dynamique S Nav **PRICE**: £22,395 **ENGINE**: 1.5-litre 4cyl, 108bhp

THE all-new Renault Kadjar is the brand's second foray into the large crossover market. It shares much of its running gear with the Nissan Qashqai, and is available with 1.2 turbo petrol or 1.5 and 1.6 dCi diesel power, plus two or four-wheel drive. The car comes in Expression+, Dynamique, Dynamique S and Signature trims, with prices starting from £17,995. Here, we test the 1.5 dCi Dynamique S Nav, which costs £22,395.

Styling 3.8/5

LINE the Kadjar up next to the Qashqai, and there are no big clues that the cars are related despite the fact that they both have the same generic shape. The biggest giveaway is the door handles, but Renault has completely redesigned its crossover, plus it's longer, taller and wider than the Nissan.

The Kadjar's rounded lines give it a distinctive look, while the nose has a similar design to the smaller Clio and Captur's. You get a large version of Renault's diamond badge, plus the curved grille branches out to a pair of sharp headlamp clusters with distinctive LED daytime running lights.

Lower down, there's plenty of black plastic, while the grey cladding on the doors is broken up by a flash of chrome trim on Dynamique S models. The bulbous wheelarches feature creases that follow the shape of the arches, and smart 19-inch two-tone alloy wheels are fitted as standard. If you want to cut your tax costs, Renault offers a 17-inch rim option for free, although they don't look quite as distinctive as the standard alloys.

At the back, the rounded tailgate is a little awkward, with a hump under the glass, but it makes for a decent boot. Climb inside, and again you'll be hard pressed to tell that the Kadjar is based on the Qashqai. The window switches and door handles have been carried over, but the Renault's TFT dash and TomTom navigation system are unique. And while the basic climate control panel is the same as the Nissan's, the buttons have been rearranged.

Elsewhere, the air vents in our car felt a little flimsy, plus the rotary controllers are far from intuitive – pushing up to close and down to open. It seems like the brand has done this for the sake of it, just to separate the car from the Qashqai.

Overall, the Kadjar appears well built, with flashes of gloss-black plastic and matt-silver trim giving the cabin a lift, plus the seat fabrics feel good to touch. The TFT speedometer and secondary displays are crisp and colourful, while the Renault's larger central touchscreen is easier to use than the Nissan's.

Driving 4.0/5

AS the Kadjar shares its running gear with its rival here, it won't come as a shock that the cars deliver similar performance and handling. One surprise was the difference in engine noise between the two, however, as the Renault sounded noisier from the outside. Yet things evened out behind the wheel, with both cars being quiet and free from vibration.

The 1.5 dCi diesel is Renault's own engine, and while the 108bhp output makes the Kadjar fast enough, it's no sports car. Our model only had a few hundred miles under its belt, and we recorded 0-60mph in exactly 12 seconds – one-tenth slower than Renault's claimed 0-62mph time and six-tenths behind the Qashqai.

In-gear acceleration was quicker thanks to shorter intermediate gearing, but both cars turned 2,000rpm

Testers' notes

"Renault has played smart with the Kadjar. The brand has essentially taken the Qashqai, used whatever budget it may have had for developing its own crossover and spent that on tuning the Nissan to its needs. That means you get the same driving experience as the Qashqai, but there are plenty of neat touches inside – like the extending load cover and seat folding levers in the boot – that help give the Kadjar an edge for versatility."

James Disdale Road test editor

at motorway speeds and were pretty refined most of the time. You get a six-speed gearbox in both cars, and while the shift is a bit spongy, gearchanges are smooth.

In corners, the Kadjar isn't the most dynamic car, but it still handles well. It features the same electronic stability kit as the Qashqai, including Nissan's Active Trace Control system – called Understeer Logic Control here. This applies the brakes to help the Renault hold its line in corners. And although there's no way to disable the traction control – unlike in the Nissan – you're unlikely to set the system off in everyday driving thanks to the Kadjar's grown-up driving manners.

Ownership 4.2/5

RENAULT has improved its reputation over the years, with models like the Captur performing well in our Driver Power satisfaction surveys. The brand finished seventh in 2015's poll – 21 places ahead of Nissan – while its showrooms came 12th in the dealer survey, again well ahead of its rival's, in 29th.

The Kadjar itself is brand new, so has yet to appear in Driver Power, but as it's based on the Qashqai and uses tried and tested mechanicals, it's likely to be a good performer. And if anything does go wrong, you've got Renault's four-year warranty to fall back on.

Euro NCAP tested the Kadjar over the summer and gave it a five-star rating thanks to its six airbags, side impact bars and emergency brake assist. Dynamique S models add lane departure warning and traffic sign recognition, with the former emitting a bassy rumble through the speakers to warn you of transgression.

Running costs 4.4/5

ONE highlight of the Kadjar is its value pricing. Our 1.5 dCi Dynamique S gets a similar amount of kit as the Qashqai n-tec, but it costs £1,335 less, at £22,395. Nav, climate control, DAB radio, keyless go and part-synthetic leather seats are all standard. However, as with the Nissan, you need to upgrade to the next trim level if you want heated and leather-upholstered seats.

We managed 47.6mpg economy on test, which is 5mpg better than the Qashqai and makes for an extra 61 miles of range. CO₂ emissions of 103g/km are the same as the Nissan's and mean road tax costs £20 annually, yet the Kadjar's cheaper list price makes company car costs lower. Plus, adding 17-inch rims for free drops emissions to 99g/km and saves higher-rate earners £90 a year.

Renault provides added peace of mind with its 4+ package, which comprises a four-year/100,000-mile warranty and roadside assistance, and can be combined with a four-year finance scheme, too.



Renault Ka







Cabin

INFOTAINMENT is slick and easy to use; TFT dials look great; key is stylish and upmarket



58 4 November 2015 www.autoexpress.co.uk

Renault Kadjar vs Nissan Qashqai Road tests



djar



103g/km £20 or 18%



Practicality Boot (seats up/down) 527/1,620 litres



Economy

Performance 0-60/30-70mph 12.0/12.2 seconds



ECO2 Renaults are the greenest in the range, and the Kadjar certainly lives up to that billing, with 47.6mpg economy. CO₂ emissions can be reduced to 99g/km by specifying 17-inch alloys

Braking 70-0/60-0/30-0mph 47.9/35.2/9.0m



Running costs

47.6mpg (on test) £61 fill-up







Space

REAR seats offer plenty of leg and headroom, while maximum boot capacity betters the Qashqai's - at 1,620 litres with the seats folded

Practicality 4.3/5

IT'S clear Renault has focused on making the Kadjar more practical than the Qashqai. However, while the French brand claims its newcomer offers a 527-litre boot - 97 litres up on its rival - our measurements revealed these cars had similar floor space. Still, there was more room under the Renault's load cover than beneath the Nissan's parcel shelf.

The Kadjar has the false floor boards seen in the Nissan, yet the space underneath is shallower and there are seat releases set in the boot sides. They're stiff and you need to push the seats forward to fold them, but it creates 1,620 litres of space, compared to 1,585 litres in the Qashqai. Back seat space is similar, while storage around the Renault equals the Nissan.

Testers' notes

"Renault has updated the Mégane's keycard system for the Kadjar, and there's no longer a slot in the dash for it. The card itself looks classy in ivory and with chrome trim, but it feels pretty lightweight and flimsy to hold."



www.autoexpress.co.uk 4 November 2015 **59**

MODEL TESTED: Nissan Qashqai 1.5 dCi n-tec **PRICE**: £23,730 **ENGINE**: 1.5-litre 4cyl, 108bhp

THE Nissan Qashqai is the UK's best-selling crossover, and it's also our reigning class champ, having seen off several new arrivals – including the Honda HR-V, Jeep Renegade and Suzuki SX4 S-Cross. But this test could be the toughest one yet for the British-built SUV. Can the Nissan stay in front of its French cousin? We line up the 1.5 dCi n-tec model to find out – although the car in our pictures is an n-tec+.

Styling 3.8/5

WHILE the Qashqai is a fairly common sight on UK roads, its sharp looks mean it still manages to stand out from the crowd. It's a matter of millimetres smaller than the Kadjar, as the cars have virtually the same wheelbase, but the sharply defined creases of the Nissan contrast nicely with the rounded Renault.

As with the Kadjar, there are bright daytime running lights set within angular headlamp clusters either side of the grille. The bumper features a large black cut-out below the number plate, while the clamshell bonnet and the lines cut into the bodywork are distinctive.

The Nissan also features silver roof rails, while n-tec models have 18-inch two-tone alloy wheels. The simple five-spoke design is less fussy than its rival's rims, and they don't have an adverse effect on emissions, as the standard car emits 99g/km of CO₂. At the back, the wraparound tail-lights flank the tailgate-mounted number plate and give the rear a much tidier look than the Renault's.

The Nissan is level pegging with the Kadjar for interior quality. There's gloss-black trim on the centre console and dash, yet the colour trip display between the dials doesn't look as smart as its rival's larger TFT. The infotainment touchscreen is on the small side when compared to the Renault's, too, but the car's functions are easy enough to navigate through. You only notice the similarities between the cabins when the two cars are parked side-by-side, and overall build quality is good in the Qashqai, with plenty of hard-wearing plastics and a feeling of solidity. Plus, the switchgear works well.

Driving 4.0/5

LIKE the Renault, the Nissan isn't going to set any pulses racing with its 108bhp 1.5 dCi diesel under the bonnet, but it delivers a decent amount of performance for its needs. What does stand out is that the brand has done a better job of suppressing engine noise at idle, although from behind the wheel, both cars are pretty quiet.

As expected, there wasn't much between these two in the 0-60mph sprint. Nissan claims the Qashqai takes 11.9 seconds to accelerate from 0-62mph – the same as the Kadjar – but we raced from 0-60mph in 11.4 seconds, which was six-tenths faster than its rival could deliver. Part of that can be put down to the fact the Qashqai's traction control can be turned off to allow full-power launches, as Renault enforces electronic restrictions.

It was a similar story from 30-70mph, with the Nissan taking 11.6 seconds to accelerate through the gears – six-tenths faster than the Kadjar. There was very little between the two in the lower gears, although the French crossover held a bigger advantage in fifth and sixth.

The Qashqai matched its rival for road noise when on the move, and their suspension set-ups were quite similar, too. The biggest difference between the two

Testers' notes

"The Qashqai defined the current crossover class, and the second-generation model has managed to build on the success of the original to be one of the UK's best-selling cars. While it doesn't stand out in any particular area, it's competent in most, with decent space, practicality and running costs, plus the driving experience is safe rather than exciting. For buyers looking for a family car, it suits most needs."



comes down to what wheel size you choose. The 18-inch rims on the Nissan deliver a slightly softer ride than the Renault's standard 19-inch wheels, although if you specify the 17-inch alloys on the Kadjar, the balance swings back in its favour. Likewise, if you add 19-inch wheels to the Qashqai n-tec, which you can as a £1,116 option, it becomes as firm as its rival. Still, neither car is outrageously stiff.

In corners, the Nissan behaves virtually identically to the Kadjar again. It understeers when pushing on, although it feels fairly well balanced at most speeds and is helped by Nissan's Active Trace Control set-up, which fights to keep a tight line in bends. Even so, the light steering could do with a little more feedback.

Ownership 4.0/5

THE Qashqai came a respectable 46th in our Driver Power 2015 satisfaction survey. However, that was 25 places lower than its 2014 result – with owners criticising the car's reliability and performance. We don't know of any glaring issues with it, and as thousands are being built in Sunderland, there should be fewer niggles with new cars over time.

The Nissan was tested by Euro NCAP in 2014 and earned a maximum five-star rating. Its percentage scores are on a par with the Kadjar's, while safety kit includes six airbags and the Smart Vision Pack, which adds road sign recognition, lane departure and forward collision warning.

Running costs 4.1/5

AT £23,730, the Qashqai 1.5 dCi n-tec manual is £1,335 more expensive than the Kadjar Dynamique S, but the only notable extra is the Smart Vision Pack. Sat-nav, keyless entry and climate control are all included, but unlike with the Renault, you can't add heated leather seats. To get those and some other extras, you have to spend a further £2,100 and go for Tekna spec.

 CO_2 emissions of 103g/km are identical to the Renault's, but company car users will pay more in tax thanks to the Nissan's higher list price. However, as with the Kadjar, 17-inch alloy wheels are a no-cost option and reduce CO_2 to 99g/km.

We managed 42.6 mpg economy on test, which was 5 mpg down on the Kadjar, and although the trip computer tots up how many g/km of CO_2 you've saved every time the stop/start system engages, it's not as comprehensive as the Renault's eco driving stats.

Three services cost £168 more for the Qashqai, too, but you can travel 20,000 miles between check-ups – compared to 18,000 miles in the Kadjar. Renault has an edge with its four-year warranty cover, though.



Nissan Qas



Practicality 4.1/5

THE Qashqai's 430-litre boot is 97 litres behind the Kadjar's, but side-by-side, there isn't much between them for space. Fold the seats, and there's 1,585 litres in the back of the Nissan, yet again, the Renault is ahead with 1,620 litres. Two removable floor planks create a flat load floor or various storage compartments, while underneath there's more space than you get in the Kadjar.

Cabin storage is on a par, too. The armrest cubby is deep, but features a flip-up tray under the rest itself, while glovebox depths are virtually identical. There's a small tray ahead of the gearlever, but the Kadjar's is deeper and features two USB sockets.

60 4 November 2015 www.autoexpress.co.uk

Renault Kadjar vs Nissan Qashqai Road tests





CO₂/tax

103g/km £20 or 18%



Practicality

Boot (seats up/down) 430/1.585 litres



Performance

0-60/30-70mph 11.4/11.6 seconds



Braking

70-0/60-0/30-0mph 52.2/34.6/10.3m



Running costs

42.6mpg (on test) £61 fill-up

shqai



QASHQAI is well balanced in corners, yet the steering delivers very little feedback. Still, the ride is soft on the standard 18-inch alloy wheels and road and engine noise are well isolated from the cabin





DY65 HSN

Interior

CABIN quality is excellent, with first-rate materials throughout; rear and boot space are decent, while a reversing camera comes as standard on n-tec model



Practicality

IT'S clear that Renault has taken the Oashgai formula and tuned it to make the Kadjar more versatile. As well as having a larger boot, the car gets a retractable load cover that's easier to work with than the Nissan's parcel shelf.

It's simple to store when you need to load above the window line, and it feels better built than the Nissan's flimsy shelf.



Noise

OUR test cars feature the same 1.5 dCi diesel engine, but our noise tests revealed that the Renault was louder at idle. It registered 71dB outside, compared to 66dB for the Nissan. However, climb into either car, and engine noise and vibrations are well isolated.



Efficiency

THE Qashqai emits 103g/km, but higher price means it costs more to run than its rival as a company car. Renault and Nissan offer 17-inch rims as a no-cost option, cutting CO₂ to 99g/km and giving respective savings of £91 and £95 for higher-rate taxpayers.

Testers' notes

"Both cars feature false boot boards, but it's easier to slide the Nissan's under their runners when you want to create a deeper area. Unfortunately, the parcel shelf feels cheap compared to the Renault's load cover."



4 November 2015 61 www.autoexpress.co.uk

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Renault Kadjar vs Nissan Qashqai Road tests

Figures Renault Kadjar Nissan Qashqai 1.5 dCi n-tec 1.5 dCi Dynamique S Nav On the road price/total as tested £22,395/£24,120 £23,730/£25,005 RESIDUALS Residual value (after 3yrs/36,000) £9,675/43.2% £11,011/46.4% OUR experts predict the Renault Depreciation £12,720 £12,719 will lose just as Annual tax liability std/higher rate £804/£1,609 £852/£1,705 much money as Annual fuel cost (12k/20k miles) £1,261/£2,101 £1,409/£2,348 the pricier Nissan 14/£447/B/£20 Ins. group/quote/road tax band/cost 15/f521/A/f0 after three years, Cost of 1st/2nd/3rd service £399 (3yrs/30k) • with a residual rate £159/£249/£159 of 43.2 per cent. Length/wheelbase 4,449/2,646mm 4,377/2,646mm Height/width 1.613/1.836mm SERVICING PACK 1,590/1,806mm Engine 4cyl in-line/1,461cc THREE-year pre-4cyl in-line/1,461cc SPARE WHEEL paid deal is more NISSAN only Peak power/revs 108/4,000 bhp/rpm 108/4,000 bhp/rpm cost effective than provides a tyre Peak torque/revs 260/1,750 Nm/rpm 260/1,750 Nm/rpm Nissan's individual repair kit – at least 6-spd man/fwd 6-spd man/fwd Transmission service prices, Renault offers which total £567. Fuel tank capacity/spare wheel 55 litres/£95 55 litres/repair kit • a spare wheel as an option. 430/1,585 litres Boot capacity (seats up/down) 527/1,620 litres Kerbweight/payload/towing weight 1,394/530/1,350kg 1,365/545/1,350kg Turning circle 10.7 metres 10.7 metres WARRANTY Basic warranty (miles)/recovery 4yrs (100,000)/4yrs 3yrs (60,000)/3yrs THREE-year Service intervals/UK dealers 18,000 miles (1yr)/153 20,000 miles (1yr)/225 warranty is 12 Driver Power manufacturer/dealer pos 7th/12th 28th/29th months shorter Euro NCAP: Adult/child/ped./stars 89/81/74/5 (2015) 88/83/69/5 (2014) than Renault's cover. but Oashoai PERFORMANCE can travel further OUR car had less 0-60/30-70mph 12.0/12.2 secs • 11.4/11.6 secs between services. than 1.000 miles 30-50mph in 3rd/4th 4.8/7.5 secs 5.0/7.7 secs on the clock, 50-70mph in 5th/6th 10.7/13.8 secs 11.1/14.8 secs which counted Top speed/rpm at 70mph 113mph/2,000rpm towards the 113mph/2,000rpm Renault's slower Braking 70-0/60-0/30-0mph 47.9/35.2/9.0m 52.2/34.6/10.3m acceleration times. Noise outside/idle/30/70mph 66/47/57/68dB 71/46/58/67dB EXTRA KIT Auto Express econ (mpg/mpl)/range 47.6/10.5/576 miles 42.6/9.4/515 miles THERE aren't Govt urban/extra-urban/combined 70.6/72.4/72.4mpg 65.7/72.4/70.6mpg many options on the Qashqai, as Govt urban/extra-urban/combined 15.5/15.9/15.9mpl 14.5/15.9/15.5mpl Nissan makes you Actual/claimed CO₂/tax bracket 159/103g/km/18% 178/103g/km/18% SAFETY KIT move up a trim ALONGSIDE six level to get more Airbags/Isofix/park sensors/camera airbags, the Kadiar Six/yes/yes/no -Six/yes/yes/surround eguipment. Pearl White paint finish comes with lane £1,200/yes/yes Automatic box/stability/cruise control No/yes/yes departure warning of our test car Climate control/leather/heated seats Yes/no/no Yes/no/no costs £725, which and road sign Metallic paint/LED lights/keyless go £525/no/ves £550/no/yes recognition is £175 pricier than

Results

Sat-nav/USB/DAB radio/Bluetooth

RENAULT

Yes/yes/yes/yes

IT'S a winning debut for the Kadjar. The brand's engineers have essentially tuned the Qashqai formula, and in many ways the newcomer is like a facelifted version of the Nissan. The larger boot and extra practical touches put it ahead, while the cabin has a more upmarket feel, thanks in part to the higher-quality dash displays. Plus, the Kadjar manages all this with a lower list price.

as standard



NISSAN

Yes/yes/yes/yes

THE Qashqai is still a fine crossover, it's just that the Kadjar edges ahead in a few important areas. They're closely matched in the way that they drive, and running costs are on a similar level, too, but the Renault has added practicality and longer warranty cover. The Nissan does have stronger residuals, yet that's not enough to give it an advantage here.



Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk



YOU can take out a flexible finance deal on the Renault Kadjar, with 5.9 per cent APR representative offered via the brand's Selections plan.

A deposit of between £250 and £8,500 needs to be placed, and repayments must be paid over 24-48 months. The dealer makes a modest contribution of £429.

Go for a hire purchase plan, and you get zero per cent APR and the option of putting down a deposit of £6,500-£12,700, while the dealer contributes £600 towards your deposit.

Nissan offers the Qashqai on 6.9 per cent APR finance, while if you take out a PCP scheme on the car, you benefit from a £1,250 dealer deposit contribution, which pretty much cancels out the Kadjar's price advantage.

New car broker Broadspeed.com offers savings across the Kadjar and Qashqai ranges, with slightly more off the Renault.

For example, it's selling the Dynamique S Nav model at a £3,916 discount off the list price, while you can save £4,423 on the top-spec 1.6 dCi Signature Nav. Go for the Qashqai n-tec, and you save £3,828, plus the 1.6 dCi Tekna has £4,502 off.



In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.



NEW: Honda HR-V 1.6 i-DTEC SE Navi **PRICE**: £22,105 **ENGINE**: 1.6-litre 4cyl, 118bhp

HONDA'S HR-V isn't quite as big as the Kadjar or Qashqai, but flip-up Magic Seats in the back and a split-level boot boost practicality. It's reasonable to drive, too, while the 1.6 diesel is smooth. punchy and economical.

PRICE: £22,995 **ENGINE**: 2.2-litre 4cvl, 148bhp BUY used, and you can stretch

USED: Land Rover Freelander TD4 HSE

to a 2013 Freelander HSE with around 10,000 miles. The 2.2 diesel isn't the most efficient engine, but you get the bonus of go-anywhere 4WD ability, plus lots of kit for the money.

a standard metallic.



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Kia Sorento





142/605/1,662 litres



FIRST REPORT We're all set for big freeze with new SUV arrival



Graham Hope Graham_Hope@dennis.co.uk

winter? It's apocalyptic. "Worst in 50 years," screamed the headlines in mid-October... so I've been getting some preparation in. As well as looking out the family's winter woollies, I've taken delivery of a Kia Sorento, which will hopefully provide some all-wheel-drive reassurance should conditions get tricky.

Of course, SUVs make a lot of sense in extreme conditions, which is why we'll be rating every one on sale in Britain in next week's Winter Special issue of Auto Express.

But for the time being, I've been familiarising myself with the Sorento. Having run – and loved – sister brand Hyundai's Santa Fe seven-seater a couple of years ago, I am keen to see if the latest Sorento moves the game on significantly.

First impressions are positive. I picked the Sorento out as my show star when it was unveiled at Paris in 2014, and I still think the styling looks great. It's handsome enough without embracing the fussy excess of other recently launched SUVs, and looks smart

and understated in Pearl White paint – although I do fear keeping it clean will be a challenge when winter starts to bite.

It's clearly a big car, but carries its size well, while our KX-3's 18-inch wheels look classier than the entry-level KX-1's 17s.

Inside, our model – which is one level down from flagship KX-4 – provides an array of equipment in a plush, spacious environment. Among the highlights are a panoramic sunroof – which really helps to create an airy feel despite the sombre black colour scheme – a smart tailgate, which lifts and closes at the touch of a button on the key fob, and an eight-inch touchscreen sat-nav, which has European mapping.

I was particularly impressed with the nav on a recent trip from London to a part of rural Cheshire I'm not familiar with. It was simple to use, with really clear mapping, and especially helpful on motorways, where it showed which lane to be in and which junction to take well in advance of any necessary manoeuvres.

The car performed competently on the road, too. The 197bhp 2.2-litre diesel isn't the quietest engine we've encountered – at low

speeds in particular there's a constant soundtrack that stops short of being irritating, but you'd rather not hear.

Yet it provides plenty of torque and the Sorento easily feels capable of its claimed o-60mph time of 9.6 seconds. Once off the motorway, there's predictable roll in corners – a reminder that this is a big SUV with eyes on the US market rather than here.

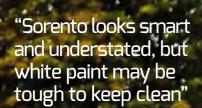
And there's no denying the Sorento's size. It's longer and wider than its predecessor, but that has real benefits inside. The middle row has plenty of space for the child seats of my daughters Erin (3, above) and Isla (6), while bootspace of 605 litres with the rearmost seats down will be more than adequate for most families. We haven't used the Sorento in full seven-seat mode yet, but I'll let you know how it fares here in a future report.

One early issue we've encountered is a possible security flaw that means the spare wheel, mounted under the car, is at risk of theft. Our car went back for a fix, and owners will be offered this additional security measure at a cost that's still to be determined. However, it's failed to take the shine off a car that's made a positive start to life on our fleet.



64 4 November 2015 www.autoexpress.co.uk

Living with a Kia Sorento Our cars



Kia is offering additional security for spare wheel after thieves uncovered a way to steal it





KIA

Second opinion

"When you're paying nearly £40,000 for a car, your expectations of quality and design are high. Happily, the Sorento boasts one of the best Kia interiors yet. Not only is it slickly styled and stacked with kit, it's extremely robustly built from plenty of high-grade materials. It's not quite at the level of premium European rivals yet, but it won't be long before Kia can be considered as much more than a maker of mainstream models."

James Disdale Road test editor



Interior space

comfortably at

70mph, and has

a decent low-

speed ride. But

it tends to lope round corners

THIS is one of the Kia's trump cards – there's loads of room in the middle seats, while Isofix points ensure child seats are easily installed

Essentials

Kia Sorento 2.2 CRDi KX-3 Auto AWD

On fleet since: September 2015

Price new: f37.600 Engine: 2.2-litre 4cyl, 197bhp CO₂/tax: 174g/km/£205 **Options:** Metallic paint (£575)

Insurance*: Group: 26 Quote: £731 **Mileage/mpg:** 1,963/35.6mpg Any problems? None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.





WE LIKE Weekend in Cheshire proved first test of Sorento's 605-litre boot and it passed with flying colours, easily carrying two buggies, a couple of bags and two small cases. 4WD should offer extra reassurance in winter



WE DON'T It's a minor point, but the low-res, blocky graphics on the radio station logos are at odds with the generally upmarket ambience of the car



Verdict

THE Sorento has made a pretty convincing case for itself so far. It's handsome, spacious, easy to drive and comfortable, plus boasts what is arguably Kia's classiest interior yet. We'll be fascinated to see how it fares should the forecasters prove right and we face an Arctic winter.



www.autoexpress.co.uk 4 November 2015 **65**



Lesley Harris

TAKING my grandchildren on holiday for a week in Devon was always going to require a practical car with a large boot. So the Honda CR-V joined the Auto Express fleet just in time!

After completing the judging for The Caravan Club Tow Car of the Year 2016 awards at Millbrook, Beds (Issue 1,390), I took a well deserved break. Coming with me to the lovely Caravan Club site of Hillhead in Dartmouth in South Devon were fiveyear-old Evie and 20-month-old Oscar.

The children wanted to bring practically every toy they own, but after some careful negotiation we loaded the CR-V with the essentials, including Evie's bike and Oscar's buggy, buckets and spades, plus our luggage for a traditional British summer holiday. Thankfully, the CR-V has a 589-litre boot, which is one of the largest in its class.

Honda has also been very ingenious with the CR-V's 'magic' rear seats. Simply flip a handle in the boot or tug the strap at the seatbase, and the headrests, seatbacks and squab all cleverly fold in one motion, leaving a flat load bay. We didn't need the extra space for our holiday, but it will come in handy for those all-important trips to the local tip.

South Devon is famous for its narrow, winding lanes, and although the CR-V isn't the most entertaining car to drive on these roads, it coped well. Plus, the SUV's raised ride height was a bonus when it came to seeing over high hedges and checking for oncoming traffic. The high seats also let Evie and Oscar see the rolling countryside go past.

As well as a big boot, the CR-V boasts a good amount of storage space, so keeping all their bits and bobs to hand was easy. There's no transmission tunnel between the back seats, and the flat foot space in the rear is ideal for stowing extra luggage. It also means five adults can sit



Honda CR-V

Practicality Boot (seats up/down) 589/1,627 litres

FIRST REPORT Classic family holiday tests new crossover



"The CR-V features a good amount of storage space, so keeping the children's bits to hand was easy" in the rear in comfort, negating the usual squabble over who's sitting in the middle.

The seats are comfortable, too, while both the driver and passengers get good head and legroom. Yet once on the road, the CR-V's ride never really settles and always feels slightly fidgety - which is tiring on long journeys.

Our car features Honda's new ninespeed automatic box, and while the shifts are smooth, there's a slight lag when pulling Raised ride height made it easy to navigate narrow Devon roads, with their high hedges. It's just a pity the CR-V's ride never really settles down

away, which doesn't instil confidence. The recent updates have given the CR-V a grownup look, but the interior doesn't live up to the expectations of the exterior. There are lots of fiddly buttons, and the infotainment system doesn't work as well as some of its rivals'.

But our range-topping EX model isn't left wanting for kit, with a panoramic glass roof and power tailgate as standard. There are heated seats, too, just in time for winter.



"The CR-V is big and spacious, but it's expensive. A top-spec EX auto SENSING model with safety tech weighs in at £35,620, which is £200 more than a top-spec Hyundai Santa Fe. That model features a bigger boot and seven seats, too."



66 4 November 2015 www.autoexpress.co.uk

Living with a Honda CR-V Our cars





35.2mpg (on test) £64 fill-up



clearer, but the

Magic Seats are

simple to use



Essentials

Honda CR-V 1.6 i-DTEC EX9AT4WD

On fleet since: August 2015 Price new: £34.120 Engine/torque: 1.6-litre 4cyl, 158bhp CO₂/tax: 139g/km/£130 Options: Metallic paint (£550) Insurance*: Group: 25 Quote: £562 Mileage/mpg: 4,781/35.2mpg Any problems? None so far *Insurance quote from AA (0800 107 0680)

for a 42-year-old living in Banbury, Oxfordshire, with three penalty points.





WE LIKE There's plenty of space for passengers and luggage, while Honda's Magic Seats are easy to fold completely flat with the pull of a single lever



WE DON'T Nine-speed auto shifts through gears smoothly, but it can be hesitant with its power delivery. It's disconcerting when pulling out on roundabouts



Verdict

SO far, so good for the Honda CR-V. It was the perfect family car for my holiday, with plenty of boot and passenger space, while the standard kit list means I travelled in luxury. The buttons on the infotainment system are irritating, but I'll pass judgement on it after a bit more use.



Fleetwatch



Flaming Red Tivoli stands out on the road, and we're looking forward to seeing how it compares to other SUVs

SsangYong Tivoli

IT'S been a busy few weeks in the Auto Express car park, with vehicles coming and going left, right and centre. The latest arrival is an interesting one, though – and it's here to stay for the next few months.

It's a Flaming Red Ssang Yong Tivoli. Our top-spec front-wheel-drive ELX diesel features a six-speed manual gearbox, and comes loaded with kit. Included are gloss-black 18-inch rims, front and rear parking sensors, auto lights and wipers plus tinted back windows.

Inside, there's a seven-inch touchscreen with built-in TomTom sat-nay, auto-dimming rear-view mirror and keyless go. Top-spec cars like ours get leather, and first impressions are good. It feels distinctly different to SsangYongs of old, and interior quality isn't far short of some far more expensive crossovers we've driven over the past few years.

The torquey diesel is a strong performer, and we're already seeing well over 50mpg. It feels powerful and surprisingly refined – but those big alloys are raising questions over ride comfort.



Fiat 500X

THE 500X's practicality was put to the test recently when Carbuyer web producer Tom Goodlad used it to transport a rowing machine - something suitably 'lifestyle' to match the Fiat's rugged and active image.

The rear seats fold pretty much flat and there's no lip to contend with, so loading such awkward and heavy items is a breeze. There's no step in the floor with the seats folded, either, so sliding the hefty exercise kit in was less challenging than Tom had feared.

The 500X also proved a decent motorway cruiser thanks to comfortable seats and plenty of performance from the 1.4-litre turbo. Economy was less impressive, though, with the trip reading 36-40mpg, plus there's a significant amount of wind noise at high speed.

Elsewhere, the 500X stands up well to lumps and bumps in the road surface, while the car's funky looks get plenty of attention from other road users and passengers have paid the stylish interior lots of compliments.

Audi RS3 Sportback

Issue 1,388

Citroen C4 Cactus Issues 1,365, 1,374, 1,385

Fiat 500X

Issue 1,393

Ford Mondeo

Issues 1,373, 1,378, 1,389

Honda CR-V

New arrival

Jaguar XE

New arrival

Kia Sorento New arrival

Lexus NX 300h

Issues 1,377, 1,394

Mazda 2

Issues 1,370, 1,381, 1,386

Range Rover Sport

lss 1,356, 1,363, 1,382, 1,393 Renault Twingo

Issues 1.368, 1.387

SEAT Leon X-Perience

Issue 1384 Skoda Octavia Scout

Issues 1,382, 1,392

SsangYong Tivoli

New arrival

Suzuki Vitara Issues 1,379, 1,388

Toyota Verso

Issues 1.381, 1.391



Marketplace

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SPOT ENGINE PROBLEMS EARLY WITH OIL TEST KIT

FIRST TEST

Motor Checkup Oil Test

Price: £9 (plus £3 P&P) Rating: ★★★★

Contact: www.motorcheckup.com

WAXES, polishes and cleaners all give your car the TLC it deserves, but how many of us look after the engine quite as well? Most probably only get a health check during a service or an emissions test as part of the car's annual MoT.

That's where German company Motor Checkup can help. Its test kit lets you monitor the health of your engine, using oil from your dipstick. And to see whether the kit would work, we ran our car temporarily on oil with the wrong viscosity.

We used the test paper provided and put a droplet of our oil on the dipstick as instructed. It took a few minutes to soak into the paper, then we compared its appearance to the illustrations in the guide. As we suspected, the condition of our oil was bad and warranted an oil change.

The information the test provides can give you a decent idea of how well your car is running. And although the kit is basic, it's really cheap compared to more sophisticated alternatives, which involve sending away samples. Plus, Motor Checkup told us it hopes to be able to drop the postage charge once it has UK suppliers in place by the end of the year.



SIMPLE Drip oil from your dipstick on to the test paper, and you can compare it to the Motor Checkup colour sheet to get an idea of just how healthy your car's engine is



Cat **Dow**

Got a query?

Cat_Dow@dennis.co.uk



Q

Hands-free for better safety

MY daughter talks on her phone in the car using a set of headphones. I think this is unsafe, so I want to buy her a hands-free kit instead. Which would you recommend? Olivia Evans, E-mail

A

WE tested Bluetooth hands-free kits in March (Issue 1,362), and the Plantronics K100 visormounted set (above, plantronics.com/uk) was our Best Buy. If your daughter values the privacy of headphones, she might prefer an earpiece. The Jabra MOTION (jabra.co.uk) topped our test, delivering first-rate sound quality.



Best view for dash cam?

I WANT my dash cam to get the best possible view of the road for any potential accidents, but wherever I put it, it obstructs my view. Where's the best place to mount it? William Hanover, E-mail

A

PLACE your dash cam behind the rear-view mirror. This will ensure you have a great view of the road, and allow you to route the wiring around the windscreen frame, so it doesn't get in the way. An alternative is a headrest mount. Our favourite version from headrestmount.co.uk accommodates a GoPro camera.



How to shift sticky stain

AN exploding fizzy drink has left me with a stained headliner. I've tried to get it clean with hot, soapy water, but with no success. Can you help?

Luke Chamberlain, E-mail



WE'D suggest using a dedicated car fabric cleaner to get your headliner looking new again. The Halfords Upholstery Cleaner came top in our last test (Issue 1,364). It's priced at just £3.99 for 500ml, but we found it worked well on a variety of in-car stains. It's available from www.halfords.com or in store.

www.autoexpress.co.uk 4 November 2015 **69**

MULTI-TALENTED CAR CARE RANGE COVERS ALL BASES

NEW PRODUCT

QUIXX car care range

Price: From £15.49 Contact: www.quixx.com

THERE'S an array of products on the market to care for every area of a car, from the tyres to the dashboard, but QUIXX has combined many popular cleaners into just a few solutions to help simplify the process.

Grabbing the headlines in the range is a 9-in-1 Cleaner that claims to work on surfaces inside and outside the car, sprucing up everything from paintwork to plastic.

QUIXX also offers a 7-in-1 Wax, made for a similarly diverse range of surfaces, including the headlights and even the tyres. Plus, the 3-in-1 Polish works on paint, metal and lights.

The company claims the new products introduce plenty of innovations. These include hydrophilic cleaning technology, which QUIXX says prevents future dirt from clinging to the surface. Alongside this, there's 3D Polygrid and Tri-gloss technology – the latter promises a shinier, smoother, longer-lasting finish.

Each product comes supplied with a microfibre cloth, as well as an array of applicators to ensure it's used properly. And QUIXX claims all three solutions should not just clean the surface, but protect it, too.

It's an interesting approach to car cleaning and, should the results match the claims, will make a full vehicle valet far easier and cheaper than it has been previously. We look forward to putting the QUIXX range through its paces.



Innovative new cleaner, wax and polish have been formulated to work on variety of surfaces



NEW PRODUCT

Thunderman Boom tow bar extension

Price: £129.95 Contact: www.thundermandesign.com

OWNERS of cars with rear-mounted spare wheels often struggle to fit cycle carriers on the towbar, but the Thunderman Boom could change all that.

The Boom simply hitches to the car's towball and comes with an extension of the towbar electrics, as well as a socket for a light bar.

This clever product was originally developed for the Land Rover Defender, although a universal fitting kit makes it suitable for other vehicles – mostly 4x4s, naturally, as rear-mounted spare wheels are almost exclusively found on this kind of car. It looks a neat solution to the problem.



news, deals & events



Latest dash cam warns tired drivers

PHILIPS is the latest manufacturer to add new models to its range of dash cams as the market continues to flourish.

The ADR 610 and ADR 810 record full HD video and include a fatigue index, which uses various algorithms to warn if the driver is getting tired.

Collision detection is standard, ensuring vital crash footage isn't overwritten, and Philips says the units are small enough to fit behind the rear view mirror. They're available to buy from www.powerbulbs.co.uk.

Wider range for our winter tyre winner

GOODYEAR'S winter tyre line-up continues to grow with additions to its UltraGrip Performance Gen-1 range.

We assessed the 225/45 R17 version in our Winter Tyre Test (Issue 1,391). But now the line-up has been expanded to a total of 38 sizes.

The UltraGrip Performance Gen-1 posted excellent scores across the board to take victory in our test. Prices start from £72.11 for the 195/50 R15 version. To see the full range, visit www.goodyear.co.uk.

Stars for all tastes at NEC classic show

THE Lancaster Insurance Classic Motor Show comes to Birmingham's NEC this month and aims to cater for all tastes, with over 1,800 cars on display from all over the world.

Around 250 motoring clubs will be operating stands, while live stages, an Autojumble sale and a motorbike show aim to ensure no petrolhead is left bored. The event runs from 13-15 November, with advance tickets priced from £20. For details, log on to www.necclassicmotorshow.com.

Know an event coming soon?

Contact Cat Dow@dennis.co.uk

Marketplace











www.autoexpress.co.uk 4 November 2015 **71**

Mini test

NEW PRODUCT

Paragon Microfibre Fishscale Glass Cloth

Best price: 90p

Contact: 01892 784732,

www.paragonmicrofibre.com

THIS glass cloth has an all-new 'fishscale' design which is more aggressive than a standard weave. according to Paragon Microfibre.

It feels soft, and the seams have a high-quality look which will prevent scratches. Yet it trailed its rivals here, failing to pick up quite as much dirt as the Halfords cloth, even if it left fewer streaks on the glass. The finish wasn't as good as the Scholl Concepts'.

Yet it's impossible to ignore the price – it's far cheaper than rivals, so this is a fine budget option.

Rating: ★★★



Streak-free shine with super-soft glass cloths

Tom Wiltshire
FOR a professional, streakfree finish on your car windows, a proper glass cloth is essential.

Forget battling with kitchen towels, these microfibre products absorb the dirt, rather than pushing it around. We've tested a new 'fishscale' design from Paragon Microfibre against Halfords' own brand glass cloth and one from Scholl Concepts.

We wanted our cloths to pick up as much dirt as possible from a glass surface, and leave it with a streak-free shine.

At first, we tested them dry, then we used them again with a glass cleaner. The final factor was price, taken from various sources as we went to press.

Scholl Concepts' cloth left the best finish, although the Halfords removed the most dirt. The bargain Paragon was solid in both areas, but the Scholl Concepts MicroPLUS Finish Cloth edged victory.

"These microfibre products absorb the dirt rather than pushing it around"

Halfords Glass and Window Cloth

Best price: £4.99

Contact: 0845 057 9000, www.halfords.com

A ROUGH finish means this cloth is great for shifting tough dirt, like bird droppings. However, this didn't translate to a wonderful finish as streaks were left on the glass.

It's bigger than rivals here, though, so there's more surface to use before it needs washing. Overall, this cloth is great for cleaning, but not for polishing. Rating: ★★★★



Scholl Concepts MicroPLUS Finish Cloth

Best price: £7.50

Contact: 01780 721470, spautopia.co.uk

THIS pricey cloth feels soft and supple, without any seams to scratch glass. It left our windows shiny and clear, with no streaks. It also absorbed loads of grime without just shifting it around.

Trouble is, the soft finish prevents it shifting tougher dirt without a lot of elbow grease. Still, for a professional finish, this is the glass cloth to have. Rating: ★★★★



books, apps&games



DeLorean: Celebrating the Impossible

Chris Parnham, Andrew Withers (DMCL, deloreans.co.uk) Price: £75 (hardback) Rating: ★★★★

THE DeLorean DMC-12 gained cult status with its role in the Back to the Future films and the scandal of John Del orean But as we revealed in our Issue 1.393 feature, in this book Parnham and Withers focus on the car and the factory staff behind it. An interesting read with plenty of photos, and the authors' passion for the car really shines through.

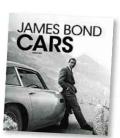




James Bond Cars

Frederic Brun (Aurum Press, www.aurumpress.co.uk) Price: £25 (hardback) Rating: ★★★★

THERE are few greater loves in the world than between James Bond and his cars - and this book details every major vehicle featured in the series, from the Blower Bentley 007 drove in the novels to the Aston Martin DB10 featured in Spectre. Even cars playing 'bit parts' get a paragraph - and James Bond Cars is packed with interesting facts and great pictures of the models on and off screen. Bond fans won't be disappointed.





Evel Knievel

Price: £1.49 Rating: ★★★★

COLLECT coins and complete stunts as you relive the career of legendary daredevil Evel Knievel. Leap through fire, jump over rows of cars and do loop-the-loops as levels become tougher. It's addictive, progress is quick and the stylised graphics are simple but effective.



App of the week



Lock Me Out

Available for: Android Price: £1.49 (premium) Rating: ★★★★

MOBILE use at the wheel is a growing problem, so Lock Me Out frees you from temptation. The premium version can be set to lock you out of your phone for any period while you're driving. Emergency functions will still be available, though.



72 4 November 2015 www.autoexpress.co.uk



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DMS SL65 BLACK SERIES (EVO OCTOBER '10) "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

DMS 135I (BMW CAR MAY '09) "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

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BMW

316D/216D/116D » 160 BHP 318D/218D/118D » 225 BHP 330D E90 » 296+ BHP 320D E90 » 295+ BHP 420i/320i/220i/120i » 275+ BHP 435i/ F30 335i » 390 BHP 428i/328i » 295 BHP 535D / 335D / X5 SD » 355+ BHP 640D/335D/535D/435D » 390 BHP 730D » 305+ BHP X5 4.0D / 740D » 370 BHP X5 5.0D » 305 BHP X6 X5.01 4.4 » 500+BHP X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ
A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
S5' AMG × 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

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997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP CAYENNE TURBO 5 4.8 » 600+ BHP CAYENNE 4.2 DIESEL » 450+ BHP CAYENNE DIESEL » 315+ BHP PANAMERA TURBO » 600+ BHP PANAMERA DIESEL » 315+ BHP

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FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI GHIBLI 3.0 PETROL » 470 BHP
MASERATI GHIBLI 3.0 DIESEL » 312 BHP
MASERATI GHIBLI 3.0 DIESEL » 312 BHP
MASERATI GT-0PORT » 438 BHP
MASERATI GT-0PORT » 438 BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY GCT /F-SPUR (INC 2013) » 680+ BHP
BENTLEY GCT SPEED (INC 2013 ON) » 695 BHP
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Osram Night Breaker Unlimited Xenarc

Best price: £84.95 Beam: 332

Rating: ★★★★★

Contact: www.osram.com

BEST BUY WE didn't need the light tunnel to see the advantage these performance bulbs have over standard versions.

The beam on the Night

The beam on the Night
Breaker was not just visibly brighter,
with the dark spot in the centre of the
road on the horizon almost eliminated,
but was even and symmetrical. Osram
claims 70 per cent more light than a
standard bulb, and an output that's five
per cent whiter. We could see the colour
change, which gave the beam a blue
hue. A superb bulb and worth the extra.



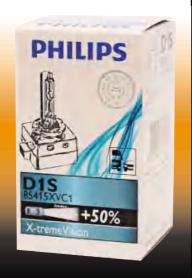
Philips X-tremeVision

Best price: £89.95 Beam: 307

Rating: ***

Contact: www.philips.com

RECOMMENDED PHILIPS claims its performance bulb delivers 'only' 50 per cent more light than standard versions. To the naked eye it had the same even spread of light, with the horizon dark spot smaller and brighter than with standard bulbs. It matched the Night Breaker at the key 75-metre point, but was a touch behind at 50 metres in the centre of the road. Fraud can be a problem on pricey HID bulbs, so the pack has a handy unique code to ensure authenticity. Osram is working on a similar system.



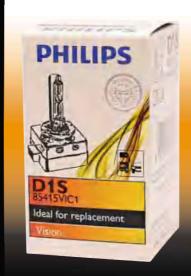
Philips Vision

Best price: £69.95 Beam: 240.3

Rating: ***

Contact: www.philips.com

recommendation for Philips, this time for its standard Vision bulbs – largely due to the inconsistency we found in the Ring boxes. As with the X-tremeVision, it has a unique code on the pack to prevent you being sold a counterfeit. It also shares the clean, even asymmetric beam that focused light between 50 and 75 metres ahead of the car. Both bulbs worked well at the furthest mark, although one struggled to have the same impact on the kerb at 50 metres.



Osram Original Xenarc

Best price: £64.95 Beam: 225.9

Rating: ***

Contact: www.osram.com

THERE was little to choose between the standard offerings from Philips, Ring, Halfords and Osram in our test, although consistency earns the Original Xenarc four stars.

When we compared our two sample bulbs, there were just single figure differences between them. It didn't struggle at 75 metres, but the other standard bulbs had a slight edge over the Osram Original at the 50-metre mark. Even so, the spread of light was impressive on the horizon and the dark spot in the middle of the road small.



HID HEADLIGHT BULBS

First gas discharge bulbs are nearing end of their life, so we test eight standard and upgrade bulbs

PRODUCT GROUP TEST 4 | 11 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners.

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74 4 November 2015 www.autoexpress.co.uk

HID headlight bulbs tested **Products**

Ring Xenon HID

Best price: £64.99 Beam: 269.7

Rating: ★★★

Contact: www.ringautomotive.co.uk

WE ordered the Ring Xenon HID bulbs for our test through an online retailer, and identical boxes were delivered, but they contained different bulbs. The GE-made burner was clearly the better performer, and if we'd had two of these it would have been our pick of the standard bulbs. Sadly. the Alite bulb in the other box was less effective, and we had trouble connecting it to our BMW test car's electrical socket, suggesting a build problem. The beams were also different to the eye, with the Alite focus more to the left than the better GE bulb's.



Halfords HID Xenon Bulb

Best price: £59.99 Beam: 230.5

Rating: ★★★

Contact: www.halfords.com

HALFORDS' HID Xenon Bulbs suffered from the same problem as their Ring rivals, with different lamps provided in identical packaging. Again, it was an Alite bulb in one box and a GE bulb in the other, and again we saw clear differences between them - the Alitemade version had more of a vellow hue to the beam. It failed to deliver as much light at the 75-metre mark as well, plus we encountered connection problems again. The GE version was good enough to be rated among the best of our standard HID bulbs.



Parking Sensors Online

Best price: £13 Beam: 158.5

Rating: **

Contact: www.amazon.co.uk

THESE bulbs are on sale online at Amazon, and at just £25,99 a pair they're very tempting when you're looking at paying considerably more for a set from a more recognised name. The trouble is, our light tunnel results show this would be a false economy. Unlike most rivals, there were blue and yellow patches in the beam and the focus was poorly aligned. Light levels were low across all of our measurements, with particularly poor results at the furthest point and at 50 metres in the centre of the road.



Xenons4U

Best price: £17.50

Beam: 107 Rating: *

Contact: www.xenons4u.co.uk

IT'S hard to know where to start with these Xenons4U lamps, which are also available through Amazon. Build quality was poor, with crucial alignment marks missing from the base plate. And our first impressions weren't misplaced, as the beam colour resembled an ugly bruise, with yellow and blue areas. The beam was also focused too close to the car, giving light levels similar to those of a halogen bulb at the critical points further down the road. Simply not good enough for a modern HID bulb, even at £34.99 a pair.



A KEY advantage of high intensity discharge (HID) headlights, apart from the hike in brightness over halogen systems, is that they can last up to 10 years. This means the first cars to use gas discharge lamps are now starting to need replacements. In an Auto Express first, we find out which HID bulbs you should fit when the originals fail.

HID bulbs are quite different from conventional halogen versions. The light source is an arc between electrodes, rather than a filament, and they run on higher voltages than conventional lamps. Many drivers get a workshop to replace the bulbs as a result, but it can still be a DIY job. Either way, you can choose which bulb is fitted.

The fast-growing market for replacement HID burners has seen performance versions launched to boost output – they are already two to three times brighter than halogen systems. Are they worth the extra? Or should you shop for a budget option online, where a pair can cost a third of the price of a bigname brand? We headed to the light tunnel at Osram's HID centre in Berlin to find out.

How we tested them

WE used the same formula as we do for rating halogen bulbs, combining output measured at 50 and 75 metres in front of the car on dipped lights to get a beam rating. These D1S bulbs have their own built-in igniter, and were burned in for four minutes to give a stable output. An average of two bulbs formed the rating.

We used a BMW 3 Series projector headlamp with its clearly defined dipped beam - looking for an even pattern with no dark patches. Cost played a minor role; the prices quoted are for a single bulb from a range of sources as we went to press. But look for discounts on pairs.

Also tested...

Osram Night Breaker Unlimited H7

Price: £17.99 Beam: 86

Contact: www.osram.com

TO give an idea of just how much extra light HID bulbs put on the road, we tried Osram's standard performance H7 bulb in a VW Golf Mk6 headlight. The arc burning between two electrodes in HID systems delivers around 3,200 lumens. compared to the 1,500 lumens you get from the halogen's filament. This makes a big difference on the road, with visibility greatly reduced and tapering off past the 50-metre measure. The beam is also less consistent, with more dark patches.



Verdict

THE two performance bulbs were a clear step ahead of the standard versions, with Osram getting the nod over Philips. Both are excellent choices, and the margin of superiority was a surprise.

Our pick of the standard HID bulbs is Philips' Vision – because of the question mark over what you are actually buying with Ring. The GE-made burners in the Halfords and Ring packs are strong performers and are worth considering if you want a standard HID bulb.

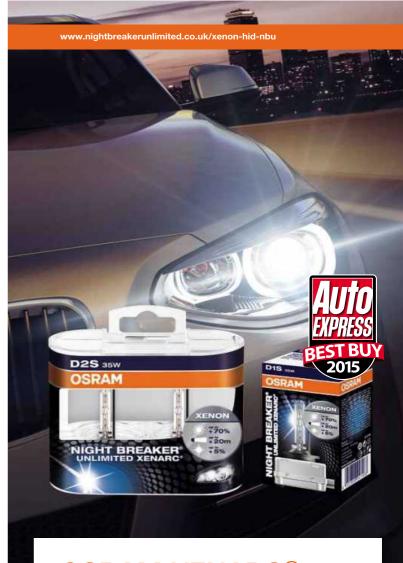
- 1. Osram Night Breaker Unlimited Xenarc
- 2. Philips X-tremeVision
- 3. Philips Vision

Marketplace









OSRAM XENARC® NIGHT BREAKER® UNLIMITED wins 'best buy' in the Auto Express Xenon Bulb Test!

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Upgrade your Xenon headlights this winter and see further and feel safer. OSRAMs most powerful Xenon bulbs: XENARC® NIGHT BREAKER® UNLIMITED are available now from OSRAM Approved Partners -

www.nightbreakerunlimited.co.uk/approved-partners

Light is OSRAM



1) compared to a standard xenon bulb. 2) depending on the headlamp system



Buying car





Mitsubishi ASX

YOU TELL US... Reliable crossover let down by quality and pace



2015 Results **ASX Factfile**

Years: 2010 to date **CO₂:** 136g/km Fuel economy: 47.9mpg (1.6 Mivec ZC-M) Best features: Sat-nav, cruise control, parking sensors, Bluetooth, hill-start assist, rain sensor

Prices: From £6,500

OVERALL SCORE 87.73% our 2015 survey. In the rating the better

Bars show where model finished out of 200 cars in our 2015 survey. The lower



GOOD

"I WAS in the market for a tough all-rounder, and the ASX hasn't disappointed at all in that regard."

"It handles quite well for such a large car."

"A very comfortable car to drive. Long journeys pass by and I never feel sore afterwards."

"I really like the high driving position."

"I'm really satisfied with my ASX. There's lots of room inside and the boot space is impressive."

"With the right set of tyres, it's unstoppable in the winter months."

NOT SO GOOD

"THE diesel engine feels rather gutless: it doesn't pull very well in higher gears and struggles on uphill climbs."

"The alternator and fuel filter have already needed to be replaced."

"I've struggled to connect my phone to the car's infotainment system."

"The wipers aren't very good, and we identified a fault with them."

"My ASX is still new, but there are already a few rattles here and there."

"The gearbox feels very notchy and the shift isn't very smooth."



Tell us what you think

Martin Saarinen

Got any car queries?

Martin_Saarinen@dennis.co.uk @ AE_Consumer

Ford Transit delivery delays

I ORDERED a new Ford Transit L2H2 2.2-litre diesel in May, but it hasn't arrived. Ford initially quoted me a delivery time of three months. When I can expect it to come? Kevin Morley, E-mail

WE spoke to Ford which confirmed there are delays with FWD Transit models. It's currently looking at a time of 37 weeks to deliver the Transit from when it was first ordered. We'd recommend contacting your dealer for more information on your order.

Is Volvo corrosion covered?

MY wife bought a second-hand Volvo V40 R-Design last year. We recently noticed the paint lacquer on the wheels is coming off. Can we fix this under the corrosion warranty? Michael Miles, E-mail

VOLVO'S corrosion warranty - like most manufacturers' – only applies in instances where corrosion spreads from an inner body surface to the outer surface, causing a hole to develop. Paint peeling off wheels

does not allow for a warranty claim.

To buy or not to buy GT86

I'M looking to buy a new Toyota GT86 soon. My dealer has a nice 2015 model lined up, but I've seen reports of a facelifted GT86 coming in 2016. Should I wait till next year? Peter Colligan, E-mail

THERE'S no confirmed date for the 2016 facelift, but it's likely to feature only subtle upgrades. Last month, new trim options were added to the current model and the price cut. However, if you want to have the latest version, it's probably worth waiting.

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Warrantywise

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BUYER'S GUIDE: Lexus CT 200h

FROM £8,000 Pioneering hybrid hatch isn't perfect, but it's still a top used buy

Richard Dredge ON paper, the CT 200h was a stroke of genius from Lexus. When it launched in 2011, sister brand Toyota was already enjoying huge success with the hybrid Prius. However, while that car was popular, it wasn't especially luxurious.

The premium brand's answer was to take the Prius' petrol/electric running gear and put it into a bespoke body that mixed luxury with sharper looks - and the CT 200h was born.

Sadly, the execution wasn't as good as the concept, with the driving experience and interior quality not to the level we'd hoped for. Upgrades have made the CT more of a contender, though, so while it's no class leader, it still makes a great used buy.

History

THE CT 200h arrived in UK showrooms in February 2011, claiming 94g/km CO₂ emissions. There was a choice of three trim levels (SE-I, SE-L and SE-L Premier) with the racier and more plush F-Sport appearing in January 2012. A year later, the high-value

Advance was launched, along with the entry-level S - the latter promised 87g/km of CO₂. The trim hierarchy was revamped as well (now SE, Luxury and Premier).

A facelifted CT 200h was introduced in March 2014 with styling changes, a revised chassis (for an improved ride) and extra standard equipment, plus lower prices.

At the same time, CO₂ emissions for the S model were cut to just 82g/km. The highspec Advance Plus from spring 2015 brought sat-nav, metallic paint and a sunroof.

Which one?

THERE'S very little to separate the various CT 200h models apart from trim level, as they're all the same mechanically. That means a 1.8-litre petrol engine backed up by an electric motor to give 134bhp, with all cars featuring a CVT automatic gearbox.

As you'd expect of a Lexus, most CTs have plenty of standard kit; all get alloy wheels, Bluetooth, dual-zone climate control and automatic wipers as standard. The SE-L adds leather trim and heated front seats, while top-spec cars feature cruise control (adaptive cruise was optional), sat-nav, 13-speaker hi-fi, plus electrically adjustable front seats. LED headlights and a rear parking camera were also included, along with auto-dimming door mirrors.

got sensors all

round as standard.

Alternatives

UNTIL the arrival of the Volkswagen Golf GTE at the end of 2014, the CT had the hybrid luxury hatch market almost to itself. Just weeks after the Golf went on sale, it was joined by the Audi A3 e-tron Sportback.

Both cars offer five-door hatchback practicality with a petrol/electric hybrid drivetrain. However, as they're still so new, prices are high. The Golf starts at £26,000, while the cheapest Audis are £27,000. Yet both models are more impressive than the Lexus. Meanwhile, the Toyota Prius is more practical and delivers better performance for less money, although it's not as plush.

suspension for a

hetter drive

repair as they don't

have a paint code.

The Citroen DS5 hybrid is stylish and well equipped, and it's also unique in this group in that it has a diesel/electric powertrain.

Verdict

WHEN Lexus introduced the CT 200h, it was touted as "the world's first full hybrid luxury compact car". However, after 12 months with an F-Sport model we weren't convinced.

While the seats were comfortable and the economy superb (we achieved up to 76mpg), the whiny transmission and numb steering weren't so welcome.

Still, even if the car didn't shine dynamically, the free road tax and superb dealer service we encountered show that the CT can make a lot of sense. It may not be fun to drive, but it's an easy car to own.

"The free road tax and superb dealer service we encountered show the CT can make a lot of sense"

78 4 November 2015 www.autoexpress.co.uk

Fuel economy

THE CT's official fuel economy figure is 68.9mpg. Some owners have got close to this when trying, but expect 50-55mpg in everyday driving.



Rattles

BECAUSE the CT is so quiet on the move, every minor noise in the cabin is noticeable, such as rattles from the cup-holders.



Stereo

A LOT of CT owners aren't very impressed with the performance of the standard-fit stereo systems. Even the upgrades can be underwhelming.



Spare wheel

AS with many modern cars, instead of a spare wheel of any kind, there's a tyre mobility kit. Some overseasmarket models get a space saver, though.



Performance

0-62mph/top speed 11.5 seconds/111mph



Running costs

68mpg (SE-I) £49 fill-up







Thanks to Imperial Car Supermarkets in Hampshire

for the loan of the Lexus

CT 200h in our pictures.

Contact 023 8098 6917

imperialcarsupermarkets.co.uk

OUR VIEW

HAVING debuted last year in 51st place, the CT climbed to 37th in our Driver Power 2015 satisfaction survey. Owners love the build quality (8th), reliability (12th) and ease of driving (21st). The flies in the ointment are the performance (141st), practicality (152nd) and ride quality (154th).

YOUR VIEW

MIKE Walton from Droitwich Spa, Worcs, has owned his Lexus CT 200h for three years. He told us: "It has been completely reliable, is always economical and the dealer is superb.

"My mid-range car has all the equipment I could ever need and it's comfortable, too - it really is the most hassle-free car I've ever owned."



Interior

THERE are lots of toys and the build quality is good, while the seats are among the comfiest in any car of this size. Cabin space is good and the boot is roomy, even though it has to accommodate the hybrid powertrain - there's 375 litres with the seats up, or 985 litres when they're folded.

Contacts

Official www.lexus.co.uk

Forums

www.ct200hforum.com http://clublexus.com www.lexusownersclub.co.uk

How much?

	65 2015	64 2014	63 2013	62 2012	61 2011
Model					
S SE SE-I Advance SE-L Luxury F-Sport	£16,795 £17,495 N/A £18,895 N/A £19,595 £20,250	£14,750 £15,395 N/A £16,595 N/A £17,195 £17,695	£13,095 £13,595 £13,995 £14,650 £15,095 £15,195 £16,095	N/A N/A £12,395 N/A £13,295 N/A £14,295	N/A N/A £11,095 N/A £11,985 N/A £12,595

MOST CTs have covered less than 50,000 miles, but a few have done more than twice this and they can be picked up for less than £8,000. Most cars start at £11,000, though. This will get you a 12-plate SE-I with around 50,000 miles on the clock, or a 75,000-mile F-Sport, also on a 12-plate.

For £14,000 you can buy a 2012 (62-plate) SE-I that's covered 25,000 miles; spend an extra £1,000, and you can have a 13-reg F-Sport that's done 25,000 miles or a 2014 10,000-mile S on a 64-plate. Facelifted CTs are rare; find one and you'll pay at least £15,000.

Running costs

	•	Fuel economy	CO ₂ emissions	Annual road tax
Model				
S SE SE-I SE-L Luxury SE-L Premier	17-19 18 18-19 18 18-20	78mpg 68mpg 68mpg 68mpg 68mpg 68mpg	82g/km 94g/km 94g/km 94g/km 94g/km 94g/km	f0 f0 f0 f0 f0
F-Sport	18-20	68mpg	94g/km	£0

UNSURPRISINGLY, the CT 200h follows the same service schedule as the Toyota Prius Mk3, so maintenance is required every 12 months or 10,000 miles. Check-ups alternate between Intermediate (which is little more than an oil and filter change, plus a visual inspection) and Full, with prices at £195 and £345 respectively.

At 60,000 miles, a more comprehensive service is required (which costs £445), then the biggest comes at 100,000 miles (£545). As the CT's engine is chain-driven, there's no timing belt to change. The brake fluid needs replacing every two years and the coolant every 10 years or 100,000 miles, but this is included in the service costs.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£50.70	£38.06
Front brake discs (pair)	£115.44	£95.88
Door mirror glass (electric)	£294.85	N/A
Front wiper set	£70.80	£20.52

Prices for a 2012 CT 200h. Dealer figures supplied by Lexus UK. Independent prices from Euro Car Parts (www.eurocarparts.com).

Recalls

THE CT 200h hasn't been the subject of a single recall since it was introduced, which speaks volumes. In fact, it's the only Lexus not to have been called back in that time.

The brand has issued eight recalls since the start of 2011, with the IS, GS, LS and RX involved in at least one each. Potential problems have included airbag failures, fuel leaks and power-steering glitches. But none of these things has affected the CT, so buyers can focus solely on carrying out the usual checks on their potential purchase.

Car hunter

£12,000 to spend on a gutsy 4WD estate

Dear Lawrence, I need a powerful, rugged, four-wheel-drive diesel estate to tow a horsebox. What should I consider on a budget of £12,000?

Martin Coates-West, Dorrington, Shropshire

Contact: Lawrence_Allan@dennis.co.uk



THE VALUE CHOICE



Skoda Octavia

FOR: Easy to drive, reliable, cheap to run **AGAINST:** Bland styling, noisy on the move

IN Scout trim, the Skoda Octavia Estate is the perfect all-rounder. The solid, spacious standard load-lugger gains extra ride height, rugged body cladding and four-wheel drive to make it usable in the rough stuff.

It's not exciting to look at or sit in, but the layout and execution of the cabin is good. It's also pleasant and easy to drive and it'll be cheaper to run than either rival here. We found a 2012 Scout Elegance 2.0 TDI with 52,000 miles for £11,795.

■ THE COMFY CHOICE



Volvo XC70

FOR: Classy image, safe, comfortable **AGAINST:** Old-fashioned, pricey to run

THINK estates for towing, and Volvo naturally springs to mind. The company has been rolling out great load-luggers for years, and the XC70 is one of them.

Like the Scout, it takes a classy, competent and comfortable standard estate – the V70 – and beefs it up for muddy excursions. The gutsy D5 diesel has all the power you'll need, although it's thirstier and less refined than rival engines. Our search revealed a 59-plate D5 SE Lux with 68,000 miles for £11,495.

THE SIMPLE CHOICE



Subaru Outback

FOR: Dependable, rugged, reasonably priced **AGAINST:** Cheap cabin, lacklustre dynamics

WHILE it's a bit of a rare choice in this company, the Subaru Outback is an interesting used buy.

The styling might be awkward and the cabin a little flimsy, but look past these criticisms, and you get plenty of practicality, Subaru's symmetrical all-wheel-drive system and a punchy flat-four diesel.

You'll likely be left disappointed if you're after sharp handling, though. Still, a 53,000-mile 2010 Outback 2.0D SE can be purchased for £11,595.



ALTHOUGH the Skoda is a smaller class of car, there's plenty of space and the 605-litre boot is huge. The cabin lacks the luxury touches of the Volvo's, but it's solidly built, more modern and far ahead of the Subaru's.



THE XC70's rear space is good, and the 575-litre load area is big enough for most needs. Interior lacks some of the latest technology found in the Octavia Scout, yet it's still upmarket and feels special.



SUBARU'S 525-litre boot is down on its rivals' capacities, while the interior is let down by some cheap plastics.

Still, the layout is easy enough to get on with and there's plenty of useful storage dotted around.



THE Octavia's reliability record is excellent – over the years it's placed consistently in the top 10 of our Driver Power satisfaction surveys. All mechanicals are tried and tested, with only minor electrical issues reported.



VOLVO'S XC70 finished a reasonable 58th in Driver Power 2015, although 126th for reliability isn't great. Gearbox problems are relatively common with the auto, yet that's more likely due to the car's age.



THE Outback finished narrowly ahead of the XC70 in our Driver Power 2015 survey, in 57th. However, its reliability showing was exceptional, placing 13th. Mechanically, modern Subarus are very solid, too.

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VW's interior has quality feel and is solidly built



53.3mpg (official) £49 fill-up



Attractive Alfa cabin let down by cheap trim



67.2mpg (official)

£49 fill-up

Polo 1.2 TSI R-Line

Years: 2013 to date Engine: 1.2-litre 4cyl, 104bhp Insurance group: 14 Econ/CO₂: 53mpg/124g/km Why? The Polo is a superb all-rounder in any spec; it's comfortable, classy, spacious and well built.

Prices from:

£7,850

VOLKSWAGEN'S supermini has many strings to its bow, yet style has never really been one of them. R-Line spec aims to address that with big wheels and sportier trim. It's stylish, but the Alfa Romeo MiTo has more character inside and out.

Where the Polo has the upper hand is with its quality; the gloss black trim and sports seats of R-Line spec add class to an already solid and upmarket cabin. The VW has more space than the Alfa, too, both in the back and in the boot.

In addition, it's the more comfortable choice. It rides with far more composure and is much more refined at speed. The steering is short on feel, but the Polo understeers less than the MiTo and there's more fun than you might expect. The highlight is the 1.2-litre TSI turbo petrol engine, which is smooth, flexible and punchy from low revs.

The Polo finished a disappointing 167th in our Driver Power 2015 satisfaction survey and while the mechanicals are well proven, timing chains can stretch or snap on the 1.2 TSI.





Polo has the bigger boot of the two and is smartly styled, but doesn't stand out like the Alfa

Volkswagen Polo ★★★☆

IT lacks character, but the Polo is a great package of quality, space, comfort and driver appeal. R-Line spec improves the looks slightly, too. It only loses a star because of its poor Driver Power showing.





Passengers will feel cramped in MiTo and high lip makes boot hard to load. Still, it looks chic

Alfa Romeo MiTo

THE Alfa MiTo has style and lots of kit, but it's totally outclassed in this company. It's not great to drive, has patchy cabin quality and simply isn't practical enough. Reliability can't save it, either.

MiTo TwinAir Distinctive

Years: 2012 to date Engine: 0.9-litre 2cyl, 85bhp Insurance group: 9 Econ/CO₂: 67mpg/98g/km Why? The MiTo is a lot more distinctive to look at than the VW, and the two-cylinder engine is fun.

Prices from:

£7,742

THE MiTo was Alfa Romeo's first small car in decades. Its looks aren't to all tastes, but there's no denying this chic Italian model is distinctive and has more personality than the VW.

The cabin is a bit of mixed bag, however. While it looks good at first glance, quality is poor in places and materials are suspect. Space isn't great, either, with headroom in short supply and only room for two in the back – at a squeeze. The boot is bigger than you'd expect, but there's a very high load sill.

Looking at the MiTo, you'd expect a sporty drive, and indeed there's not a lot of body roll and the steering is sharp. Yet it serves up zero feedback, plus the clutch is springy, the gearshift loose and ride comfort poor compared to the Polo. The TwinAir engine is characterful, but thirsty in the real world and unrefined.

Historically, Alfa Romeo doesn't have a particularly great reputation for reliability, although the MiTo did trump the Polo in Driver Power 2015, finishing in 155th position.

www.autoexpress.co.uk **82** 4 November 2015

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NEW CAR PRICES



HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO2. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: dean_gibson@dennis.co.uk

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO, (road tax exempt)
BAND B: 101-110g/km CO, (exempt/£20)
BAND B: 101-110g/km CO, (exempt/£30)
BAND C: 111-120g/km CO, (exempt/£30)
BAND C: 111-130g/km CO, (exempt/£30)
BAND B: 131-140g/km CO, (£130/£130)
BAND F: 141-150g/km CO, (£130/£130)
BAND F: 141-150g/km CO, (£145/£145)
BAND C: 225-55g/km CO, (£640/£290)
BAND M: Over 255g/km CO, (£100/£505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hotline, and also show how many franchised UK dealers there are for each marque.

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
BARTH						
w.abarthcarsuk.com / Brochure rranty: 3 years/60000 miles	: 00	800 2	227 84	00 /	Dea	lers: 25
- 3657x1627mm, EURO-NCAI IVER POWER POS: 87th	N/	A				
T-Jet (140) 595 Custom	F	43.5	7.9	150	26	£14610
T-Jet (140) 595 Trofeo	Е	47.1	7.9	139	26	£15150
T-Jet (160) 595 Turismo		43.5		155		
T-Jet (180) 595 Competizione		47.1	6.8	139		
T-Jet (190) 695 Biposto		43.5		155		£33055
C: add £1800, auto: add £1300) (na	at Tro	fan/Ri	nacti	-1	

ALFA ROMEO

ww Wa

www.alfaromeo.co.uk / Brochure: 00800 2532 0000 / Dealers: 46 Warranty: 3 years/unlimited miles

MiTo - 4063x1720mm, EURO-NCAP 会会会会会 DRIVER POWER POS: 155th

1.3 JTDm-2 (85) Progression	Α	80.7	12.9	90	11	£14405
1.3 JTDm-2 (85) Junior	Α	80.7	12.9	90	11	£15505
1.3 JTDm-2 (85) Distinctive	Α	80.7	12.9	90		£16745
1.6 JTDm-2 (120) Distinctive	C	65.7	9.9			£17910
0.9T TwinAir (105) Progression	Α	67.2	11.4	99	13	£13860
0.9T TwinAir (105) Junior						£14960
0.9T TwinAir (105) Distinctive	Α	67.2	11.4	99	13	£16160
1.4 TB MultiAir (78) Progression						£12760
1.4 TB MultiAir (140) TCT D'ctive	D	52.3	8.1	124	22	£17710
1.4 TB M'Air (170) Q'foglio Verde					27	£20300
QV Line: add £750 to Distinctive (r	not	1.3 JT	Dm-2)		

1.6 JTDm-2 (105) Business	В	70.6	11.3	104	18	£19080
1.6 JTDm-2 (105) Progression	В	70.6	11.3	104	18	£19500
1.6 JTDm-2 (105) Distinctive	В	70.6	11.3	104	18	£20750
2.0 JTDm-2 (150) Business	В	67.3	8.8	110	23	£20380
2.0 JTDm-2 (150) Distinctive	В	67.3	8.8	110	23	£21930
1.4 TB (120) Progression	F	44.1	9.4	148	17	£18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	16	£19700
1.4 TB MultiAir (150) Sprint	Е	49.6				£20700
1.4 TB MultiAir (170) TCT Business						
1.4 TB MultiAir (170) Distinctive	Е	49.6	7.6	131	23	£21200
1.75T (240) TCT Q'foglio Verde		40.4				£28330
Exclusive: add £1750 to Distinctive	, Q	V Line	e: add	£350	0 to	,
Dictinctive auto: add £2160 to 2.0	ITI	Day 2	£120	5 to 1	4 T	D (170)

Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)

4C - 3989x2090mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.75T TCT 4C	G	41.5	4.5	157 N	l/Α	£51500
4C Spider: add £8000						

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18 Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, EURO-NCAP N/A

3.0 auto D3 Bi-Turbo 4dr E 53.3 4.6 139 50 £46950 3.0 auto D3 Bi-Turbo Touring F 52.3 4.6 142 50 £49950

B3 - 4628x1811mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr I 37.2 4.2 177 49 £54950 3.0 auto B3 Bi-Turbo Touring I 36.7 4.3 179 49 £56950

D5 - 4913x1860mm, **EURO-NCAP** N/A DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr 3.0 auto D5 Bi-Turbo Touring G 47.9 5.1 155 47 £56950 G 45.6 5.3 163 47 £59950

4.4 V8 auto B5 Bi-Turbo 4dr L 26.9 4.5 244 N/A £75150

B7 - 5092x1902mm EURO-NCAP N/A IVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr L 28.5 4.6 230 N/A £98800

MPG 0-60mph CO₂

XD3 - 4651x1901mm, EURO-NCAP N/A DRIVER POWER POS: N/A

H 42.8 4.9 174 50 £56450

D4 - 4640x1825mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo

B4 - 4640x1825mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe | 37.2 4.2 177 49 £58950 3.0 auto B4 Bi-Turbo Convertible | 35.3 4.5 186 49 £62950

B6 - 4894x1894mm, EURO-NCAP N/A

 4.4 V8 auto B6 Bi-Turbo Coupe
 K
 30.1
 4.3
 219
 50
 £92850

 4.4 V8 auto B6 Bi-Turbo Conv
 K
 29.4
 4.4
 224
 50
 £97850

ARIEL

Atom - 3410x1798mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A N/A	£35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A N/A	£64800

Nomad - 3215x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.4 i-VTEC Nomad N/A 3.4 N/A N/A £33000

ASTON MARTIN

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22 Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.0 V12 auto Rapide S M 19.9 4.9 332 50 £150299

Vantage - 4380-4385x1865mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.7 V8 Vantage N430	M 20.5	4.8	321	50	£92344
4.7 V8 Vantage S	M 20.5	4.5	321	50	£97344
6.0 V12 Vantage S	M 17.3				
Auto: add £5000, Vantage Road	ster: add £	9000	(not I	V43	0)

M 20.5 4.8 321 50 £87344

6.0 V12 auto Coupe GT M 19.8 4.5 333 50 £140887

Vanquish - 4721x1905mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.0 V12 auto Coupe M 19.6 4.1 335 50 £194150 Vanquish Volante: add £12000

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121 Warranty: 3 years/60000 miles

A1 - 3954x1740mm, EURO-NCAP 会会会会 DRIVER POWER POS: 152nd

1.0 TFSI (95) SE 3dr 1.0 TFSI (95) Sport 3dr 1.6 TDI (116) SE 3dr 1.4 TFSI (125) Sport 3dr 1.6 TDI (116) Sport 3dr 1.4 TFSI (125) S line 3dr A 60.0 10.9 99 15 £14530 A 60.0 10.9 99 15 £16505 C 57.6 8.8 115 21 £16905 A 80.7 9.4 92 19 £17580 C 56.5 8.8 117 21 £16905 C 56.5 8.8 117 21 £18900 C 56.9 7.8 112 25 £19695 A 80.7 9.4 93 19 £17575 G 40.4 5.8 162 33 £25595 1.4 TFSI CoD (150) S line 3dr

A3 - 4237x1777mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 27th

1.2 TFSI (110) SE 3dr	c	57.6	9.9	114	14	£18865
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£20165
1.4 TFSI (150) CoD SE 3dr	В	60.1	8.3	109		£21015
1.6 TDI (110) ultra SE 3dr	Α	83.1	10.5	89	18	£21115
2.0 TDI (150) SE 3dr	В	68.9	8.6	106	21	£22465
1.6 TDI (110) Sport Nav 3dr	Α	74.3	10.7	99	15	£22515
2.0 TDI (150) Sport Nav 3dr	В	68.9	8.6			£23865
2.0 TDI (184) Sport Nav 3dr	В	68.9	7.3	108	27	£25135
2.0 TFSI (300) quattro S3 3dr	G	40.4	5.2	162	36	£31230
2.5 TFSI (367) quattro RS3 Sp'back	J	34.8	4.3	189	40	£40795
1.4 TFSI (204) etron Sportback 5dr	Α	176.6	5 7.6	37	29	£30340
S tronic auto: add £1480 to 1.2 TFS						
add £2910 to 2.0 TDI (184), quattro	o: a	dd £1	430 to	1.6	TDI (not 3dr)
and 2.0 TDI (150), £2910 to 2.0 TDI						
add £620, A3 Saloon: add £1545, A	43 (Cabric	let: a	dd £5	360	
(selected models), SF Technik: add	£71	50 to 9	SE die	sels.	ริกดเ	t Nav:

add £1225 to SE. S line; add £2150 to Sport A4 (NEW) - 4726x1842mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4 TFSI (150) SE	D	54.3	8.7	126	N/A	£25900
2.0 TFSI (190) SE	D	51.4	7.2	127	N/A	£27700
2.0 TDI ultra (150) SE	Α	74.3	8.9	99	N/A	£29150
1.4 TFSI (150) Sport	D	54.3	8.7	126	N/A	£26850
2.0 TFSI (190) Sport	D	51.4	7.2	127	N/A	£28650
2.0 TDI ultra (150) Sport	Α	74.3	8.9	99	N/A	£30100
2.0 TDI ultra (190) Sport	В	72.4	7.7	102	N/A	£31000
3.0 V6 TDI (218) S tronic Sport	В	67.3	6.6	109	N/A	£34250
3.0 V6 TDI (272) S tronic S line	Ε	55.4	5.3	134	N/A	£38950
3.0 V6 TFSI quattro S tronic S4	Т	36.7	5.0	179	36	£40085
4.2 V8 FSI quat S tron RS4 Avant	L	26.4	4.7	249	41	£56595
S tronic auto: add £1530 to 2.0 TF						
£1400, quattro: add £5350 to 2.0	TFS	(190)	S tro	nic, a	dd £	1430 to

A5 Sportback - 4712-4718x1854mm, EURO-NCAP N/A DRIVER POWER POS: 26th

1.8 TFSI SE Technik 5dr	E	48.7	8.2	136	27	£3003
2.0 TFSI quattro SE Technik 5dr	G	41.5	7.1	159	29	£3473
2.0 TDI ultra (136) SE Technik 5dr						
2.0 TDI (177) SE Technik 5dr						
2.0 TDI (150) m'tronic SE Tech 5dr	D	58.9	9.4	127	24	£3334
3.0 TDI (245) quat S tron S line 5dr						
						£4299
S tronic auto: add £1480 to TFSI, 2	.0 T	DI (17	7), £1	555 t	o 2.	0 TDI,

quattro: add £1480 to TFSI, 2.0 TDI (1777), £1555 to 2.0 T quattro: add £1645 to 2.0 TDI (177) SE, S line and Black, SE Technik: add £1350 to SE, S line: add £2300 to SE, Black: add £1250 to S line

A6 - 4933-4979x1874-1936mm, EURO-NCAP **DRIVER POWER POS: 54th**

2.0 1DI ultra (190) SE						£3225
3.0 TDI (218) S tronic SE	D	60.1	7.1	122	38	£3843
3.0 TDI (272) quattro S tronic SE						£4175
3.0 BiTDI quattro tiptronic SE	G	47.1	5.0	159	43	£4646
4.0 V8TT quattro S tronic S6	Κ	30.7	4.4	214	47	£5654
4.0 V8TT quat tiptron RS6 Avant						
S tronic auto: add £1490 to 2.0 TD						
(218), A6 Avant: add £2000, S line:	: ad	d £24	10-£2	450 t	o SE	, Black
Editions add C217E to Clina						

A7 Sportback - 4974x1911mm, EURO-NCAP N/A

3.0 TDI ultra (218) S tronic SE Exec						
3.0 TDI (218) quatt S tron SE Exec	Е	54.3	6.8	136	41	£481
3.0 TDI (272) quatt S tron SE Exec						
3.0 BiTDI quattro tiptronic S line						
3.0 TFSI quattro S tronic S line						
4.0 V8 TFSI quattro S tronic S7						
4.0 V8 TFSI quattro tiptronic RS7	Κ	29.7	3.7	221	50	£916
S line: add £2790 to SE Executive, E	3lac	k Edi	tion: a	add £	235	0 to S
line (not ultra)						

MPG 0-60mph CO₂

4.2 TDI (385) quat tip SE Exec J 39.2 4.7 189 50 £73485 4.0 VBTTTFSI quattro tip tonic SB K 29.4 4.1 225 49 £81385 4.0 VBTTTFSI quattro tip SB plus K 29.4 3.8 225 49 £97700 6.3 W12 quattro tiptronic LWB M25.0 4.6 264 49 £98570 LWB: add £3965 (not SB), Sport: add £3600 to SE Executive

A6 Allroad - 4915x1874mm, EURO-NCAP N/A DRIVER POWER POS: 54th

3.0 TDI (218) quattro S tronic	F	50.4	7.3	149	31	£4575
3.0 TDI (272) quattro S tronic	F	50.4	6.2	149	36	£4731
3.0 BiTDI (320) quattro tiptronic	н	43.5	5.5	172	41	£5212
Sport: add £3700						

Q3 - 4385x1831mm, EURO-NCAP ☆ ☆ ☆ ☆ ☆

DRIVER FOWER FOS. 1401						
2.0 TDI (184) quattro SE	Ē	53.3	7.9	139	24	£29550
2.0 TDI (150) SE	C	61.4	9.6	119	20	£27190
1.4 TFSI (150) CoD SE						£25650
2.0 TFSI (180) quattro S tronic SE						
2.5 TFSI (340) quattro RS Q3						£45810
S tronic auto: add £1710 to 1.4 TF						
quattro: add £1560 to 2.0 TDI (150	D), S	line:	add £	2550	to S	E, S line
Plus: add £2350 to S line						

Q5 - 4629x1880mm, EURO-NCAP ★★★★ DRIVER POWER POS: 92nd

2.0 TFSI (225) quattro SE	н	37.2	7.4	173	29	£3284	
2.0 TDI (150) quattro SE						£3172	
2.0 TDI (190) quattro SE	F	49.6	8.4	148	28	£3269	
3.0 TDI quattro S tronic SE	G	47.1	6.2	158	38	£3838	
3.0 BiTDI quattro SQ5						£4478	
S tronic a uto: add £1600 to 2.0 TFSI (225), £1550 to 2.0 TDI (177)							
S line: add £2400 to SE, S line Plu	s: ad	d £25	00 to 9	Sline			

Q7 - 5052x1968mm, EURO-NCAP ☆☆☆☆

DRIVER FOWER FOS. N/A						
3.0 TDI (272) quattro SE	G	47.9	6.5	153	40	£5034
3.0 TDI (272) quattro S line	G	47.9	6.5	153	41	£5383

TT - 4180x1832mm, EURO-NCAP

1.8 1FSI (180) Sport		47.1	6.9	138	N/A	£2/1:	'n
2.0 TFSI (230) Sport						£302	
2.0 TDI (184) ultra Sport						£301	
1.8 TFSI (180) S line						£2970	
2.0 TFSI (230) S line	F	46.3	6.0	141	35	£3276	;
2.0 TDI (184) ultra S line	C	62.8	7.1	116	35	£3266	j
2.0 TFSI (310) quattro TTS						£3924	
S tronic auto: add £1495 to 2.0					attro	: add	
£1430 to 2.0 TFSI quattro, TT Ro	adste	r: add	£218	5			

A5 Coupe - 4626-4649x1854-1860mm, EURO-NCAP N/A DRIVER POWER POS: 114th

2.0 TFSI (225) quattro SE	G	41.5	6.4	159	33	£3399
2.0 TDI ultra (163) SE	В	67.3	8.4	109	28	£3159
2.0 TDI (190) SE	C	61.4	8.2	120	29	£3159
3.0 TDI (245) quattro S tron S line	G	49.6	5.8	149	35	£4134
4.2 V8 FSI quattro S tron RS5 Cab	L	26.4	4.9	249	45	£6951
4.2 V8 FSI quattro S tron RS5 Coup	L	26.9	4.5	246	45	£5988
3.0 V6 TFSI quattro S tronic S5 Cab	J	33.0	5.4	199	42	£4703
3.0 V6 TFSI quat S tron S5 Coupe	J	34.9	4.9	190	41	£4379
S tronic auto: add £1480 to TFSI, T	DI,	A5 Ca	briole	et: ad	d£2	945-
£3480, quattro: add £1645 to 2.01	DI	(177),	Sline	: add	£19	900 to
SE, Black Edition Plus: add £1250 t	o S	line				

R8 - 4426x1940mm, EURO-NCAP N/A DRIVER POWER POS: N/A

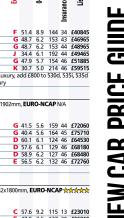
www.bac-mono.com / Brochure: 0151 486 8787 / Dealers: 1 Warranty: 1 year

Mono - 3952x1836mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.5 VVT BAC Mono 42.2 2.8 N/A N/A£111168

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BMW (UK) Ltd is a credit broker. Figures may vary depending on driving style and conditions. Official fuel economy figures for the BMW 118i M Sport 5-door Sports Hatch: Urban 42.2 mpg (6.7 l/100 km). Extra Urban 60.1 mpg (4.7 l/100 km). Combined Hatch: Urban 42.2 mpg (6.7 I/100 km). Extra Urban 60.1 mpg (4.7 I/100 km). Combined 52.3 mpg (5.4 I/100 km). CO2 emissions 126 g/km. *Initial rental £3,699. Price shown is for a 36 month Personal Contract Hire agreement for a BMW 118i M Sport 5-door Sports Hatch, with a contract mileage of 30,000 miles and excess mileage charge of 7.78p per mile. Applies for new vehicles ordered at participating BMW retailers between 1 October and 31 December 2015 and registered by 31 March 2016 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess mileage, vehicle condition and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied, withdrawn or extended at any time. Hire provided by BMW Financial Services (GB) Limited, Summit ONF. Summit Avenue. Farnborough. Hampshire GL114 OFR.

BENTLEY

www.bentleymotors.co.uk / Brochure: 0808 100 5200 / Dealers: 23 Warranty: 3 years/unlimited miles

Flying Spur - 5299x1924mm, EURO-NCAP N/A DRIVER POWER POS: N/A

L 25.9 4.9 254 50 £143725 M 19.0 4.3 343 50 £154455

6.75 V8 auto Mulsanne M 16.8 5.1 393 50 £230515 6.75 V8 auto Mulsanne Speed M 19.3 4.8 342 50 £253155

Continental - 4804-5290x1916-1945mm, EURO-NCAP N/A DRIVER POWER POS: N/A

M 19.5	4.3	338	50 £1	15165
M 19.5	4.0	338	50 £1	16945
L 26.7	4.6	246	50 £1	13091
o V8, £20,22	5 to	/8 S, :	E1530	0 to
	M 19.5 L 26.7 L 26.7 M 22.3	M 19.5 4.0 L 26.7 4.6 L 26.7 4.3 M 22.3 3.6	M 19.5 4.0 338 L 26.7 4.6 246 L 26.7 4.3 246 M 22.3 3.6 295	M 19.5 4.3 338 50 £ M 19.5 4.0 338 50 £ L 26.7 4.6 246 50 £ L 26.7 4.3 246 50 £ M 22.3 3.6 295 50 £ o V8, £20,225 to V8 S, £1530

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153 Warranty: 3 years/unlimited miles

i3 - 3999x1775mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

eDrive auto i3 A N/A 7.2 0 21 £30980 eDrive auto i3 Range Extender A 470.8 7.9 13 21 £34130

1 Series - 4324x1765mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 101st

1.6 118i SE 3dr	D	52.3	8.5	125	18	£2078
1.6 118i Sport 3dr						£2178
1.6 120i Sport 3dr						£2383
2.0 125i M Sport 3dr	G	42.2	6.4	157	28	£2691
3.0 M135i 3dr						£3186
1.5 116d ED Plus 3dr						£2203
2.0 118d SE 3dr	В	70.6	8.3	104	19	£2286
2.0 118d Sport 3dr						£2386
2.0 120d Sport 3dr	C	65.7	7.1	114	24	£25310
2.0 auto 125d M Sport 3dr						£3033
Auto: add £1490-£1685, 5dr; add	£53	0. M S	port:	add f	170	0-£1830

3 Series - 4624x1811mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 51st

2.0 318i SE	D	52.3	8.9	124	23	£24975
2.0 318i Sport	D	52.3	8.9	124	23	£25275
2.0 320i SE	Е	48.7	7.3	134	30	£27255
2.0 320i Sport	Е	48.7	7.3	134	30	£27555
2.0 320i M Sport	Е	47.9	7.3	138	31	£29555
2.0 330i M Sport	G	43.5	5.9	151	36	£32805
2.0 340i M Sport	т	36.7	5.5	179	38	£38125
2.0 316d SE	В	68.9	10.9	109	20	£27435
2.0 316d Sport		68.9	10.9	109	20	£27735
2.0 318d SE	C	67.3	9.0	111	24	£28685
2.0 318d Sport	C	67.3	9.0	111	24	£28985
2.0 320d SE	C	67.3	7.5	111	31	£29785
2.0 320d Sport		67.3			31	£30085
2.0 320d EfficientDynamics Plus		72.4		102		£30845
2.0 318d M Sport		64.2		116		£30985
2.0 320d EfficientDynamics Sport		68.9		108		£30985
2.0 320d M Sport	C	64.2	7.5	116	32	£32085
2.0 330d auto M Sport	Е	56.5		131		
2.0 335d auto M Sport XDrive	F	51.4		145		£40330
3.0TT M3		32.1				£56595
Auto: add £1730-£1420, xDrive: ad						
£1300-£1340, Sport: add £1000 to	SE,	Luxu	ry: ad	d £20	0 to	M
Sport (not 335d)						

3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A DRIVER POWER POS: 51st

2.0 320i SE	G	42.2	7.9	155	31	£29905			
2.0 320i Luxury	G	42.2	7.9	155	31	£31905			
2.0 328i SE	G	41.5	6.1	157	35	£33105			
2.0 328i Luxury	G	41.5	6.1			£35105			
3.0 335i Luxury	J	34.9	5.7	189	38	£40565			
3.0 318d SE	D	61.4	9.7	122	24	£31275			
3.0 318d Luxury	D	61.4	9.7	122	24	£33275			
3.0 320d SE	D	57.6	8.0	130	30	£32375			
3.0 320d Luxury	D	57.6	8.0	130	30	£34375			
3.0 325d SE	E	54.3	7.1	136	34	£34305			
3.0 325d Luxury	E	54.3	7.1	136	34	£36305			
3.0 auto 330d SE	E	54.3	5.7	137	40	£37705			
3.0 auto 330d Luxury	E	54.3	5.7	137	40	£39705			
3.0 auto 335d xDrive Luxury	F	49.6	4.9	149	42	£44120			
Auto: add £1410-£1550, xDrive:	add f	1500	to 32	0i, £1	515	to			
330d, Sport: add £1000 to SE, M	330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury								

5 Series - 4907-4998x1860-1901mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 47th

2.0 520i SE	F	44.1	7.9	149	36	£33130
2.0 520i M Sport	F	44.1	7.9	149	37	£35985
2.0 528i SE		42.8	6.2	154	40	£36695
2.0 528i M Sport	G	42.8	6.2	154	41	£39530
3.0 auto 535i Luxury	н	39.2	5.7	169	42	£44685
3.0 auto 535i M Sport	н	39.2	5.7	169	42	£44740
4.4 V8 auto 550i Luxury	J	32.8	4.6	199	46	£57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57910
2.0 518d SE	C	62.8	9.7	119	30	£30865
2.0 518d M Sport	C	62.8	9.7	119	31	£33665
2.0 520d SE	C	62.8	8.1	119	33	£32365
2.0 520d M Sport	C	62.8	8.1	119	34	£35165
2.0 525d SE	D	57.6	7.0	129	33	£36980
2.0 525d M Sport	D	57.6	7.0	129	40	£39910
3.0 auto 530d SE	Ε	55.4	5.8	134	43	£41455
3.0 auto 530d Luxury	Е	55.4	5.8	134	43	£44255
3.0 auto 530d M Sport	Е	55.4	5.8	134	43	£44270
3.0 auto 535d M Sport	Ε	53.3	5.3	138	45	£48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47790
3.0 auto ActiveHybrid 5 Luxury	F	44.1	5.9	149	44	£48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50625
4.4 V8TT DCT M5	L	28.5	4.3	232	48	£73970
Auto: add £1535, 5 Series Touring	: ac	ld £23	25, Lı	uxury	: sar	ne price
as M Sport except where listed						

5 Series Gran Turismo - 5004x1901mm, EURO-NCAP N/A DRIVER POWER POS: 47th

2.0 auto 520d SE	F	51.4	8.9	144	33	£380

.0 auto 520d Luxury	F	51.4	8.9	144	34	£40845
.0 auto 530d SE	G	48.7	6.2	153	43	£46965
.0 auto 530d Luxury	G	48.7	6.2	153	44	£48965
.0 auto 535i Luxury	J	34.4	6.1	192	44	£49465
.0 auto 535d Luxury	G	47.9	5.7	154	46	£51885
.4 V8 auto 550i Luxury	K	30.7	5.0	214	46	£59515
1 Sport: same price as 520d Luxu	ry, a	dd £8	00 to	530d	, 53	5i, 535d

7 Series (NEW) - 5098-5238x1902mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto 740Li	G	41.5	5.6	159	44	£7206
3.0 auto 740Li M Sport						£7571
3.0 auto 730d						£6453
3.0 auto 730d M Sport	D	57.6	6.1	129	46	£6818
3.0 auto 730Ld						£6848
3.0 auto 730Ld M Sport	E	56.5	6.2	132	46	£7276
xDrive: add £2730 to 730d						

2 Series Active Tourer - 4342x1800mm, EURO-NCAP 公会会会 DRIVER POWER POS: N/A

1.5T 218i SE						£23010			
2.0T 220i Sport						£26310			
2.0T 225i xDrive auto Luxury						£32745			
1.5 216d SE						£23945			
2.0 218d SE	В	68.9	8.9	109	15	£25090			
1.5T 220d Sport						£27790			
Auto: add £1250 to 218i, £1420 to 220i. £1550 to diesels, Sport:									
- 44 C10F04- CF 1 44 C7F	O+-	C				C1000			

add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

2.0 sDrive18d SE	В	68.7	9.2	109	N/A	£267	80
2.0 xDrive20d Sport	D	58.0	7.6	127	N/A	£306	30
2.0 xDrive20i auto Sport		44.8					
2.0 xDrive25d auto xLine	E	56.5	6.6	132	N/A	£360	161
Auto: add £1550 to 18d/20d, x	Drive:	add £	1500	to sD	rive1	8d,	
Sport: add £1500 to SE xLine/I	M Spor	t: add	£300	0 to 9	iF.		

X3 - 4657x1881mm, EURO-NCAP

2.0 xDrive20d SE	E	54.3	8.1	136	30	£33795
3.0 auto xDrive30d SE	G	49.6	5.9	159	39	£40295
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£45895
Auto: add £1550, xLine: add £15	00. N	1 Spor	t: add	1£30	00	

X4 - 4657x1881mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 xDrive20d SE	Е	54.3	8.1	136	31	£37395
3.0 auto xDrive30d xLine	G	49.6	5.9	159	31	£45395
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£49495
Auto: add £1645 to 20d, xLine: a	dd £	1500.	M Sp	ort: a	dd f	3000

X5 - 4886x1938mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.4 auto xDrive50i SE						£61185
2.0 auto sDrive25d SE	F	50.4	8.2	149	42	£44280
2.0 auto xDrive25d SE						£46565
3.0 auto xDrive30d SE						£49365
3.0 auto xDrive40d SE	G	45.6	5.9	164	47	£52025
2.0 hybrid auto xDrive40e SE						£51845
3.0 auto M50d xDrive	- 1	42.2	5.3	177	49	£65040
4.4 V8TT auto X5 M	M	25.4	4.2	258	50	£90180
M Sport: add £4700 to 30d SE or	£412	5 50i	SE, se	ven s	eats	: add
£1410						

X6 - 4909x1989mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto M50d xDrive	н	42.8	5.2	174	50	£67390
3.0 auto xDrive30d SE	G	47.1	6.7	157	45	£51615
3.0 auto xDrive40d SE						£54275
4.4 auto xDrive50i SE	K	29.1	4.8	225	49	£63535
4.4 V8TT auto X6 M	M	25.4	4.2	258	50	£93080
M Sport: add £4120 to 50i SE or 1						

2 Series Coupe - 4432x1774mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 220i Sport	F	46.3	7.0	142	25	£2673
2.0 220i M Sport	F	44.8	7.0	148	26	£2808
2.0 228i M Sport	G	42.8	5.8	1544	30	£2894
3.0 M235i	J	34.9	5.0	189	39	£3507
2.0 218d SE	C	65.7	8.9	114	20	£2495
2.0 218d M Sport	C	62.8				£2730
2.0 220d Sport	C	62.8	7.2	119	24	£2755
2.0 220d M Sport	D	58.9	7.2	125	25	£2890
2.0 auto 225d M Sport	D	60.1	6.3	124	33	£3265
3.0TT M2	J	33.2	4.5	199	N/A	£4407
Auto: add £1535 to 220i, £1545 t						
add £1000 to SE, Convertible: ad	d£3	100-£	3450	(not 2	18d	, M2)

4 Series Coupe - 4638x1825mm, EURO-NCAP N/A DRIVER POWER POS: 19th

2.0 420i SE	F	46.3	7.3	144	30	£3012
2.0 420i Luxury	F	46.3	7.3	144	30	£3262
2.0 428i SE	G	42.8	5.9	154	33	£3352
3.0 428i Luxury	G	42.8	5.9	154	34	£3602
3.0 435i Luxury	- 1	35.8	5.4	185	36	£4172
3.0 435i M Sport	- 1	35.8	5.4	185	36	£4236
2.0 420d SE	D	60.1	7.5			£3249
2.0 420d Luxury	D	60.1	7.5	124	30	£3499
2.0 425d SE	Е	56.5	6.7	131	34	£3543
2.0 425d Luxury		56.5	6.7			£3793
3.0 auto 430d Luxury	D	57.6	5.5	129	40	£4031
3.0 auto 430d M Sport	D	57.6	5.5	129	40	£4094
3.0 auto 435d xDrive Luxury	F	52.3	4.7	143	41	£4524
3.0 auto 435d xDrive M Sport	F	52.3	4.7	143	41	£4574
3.0TT M4	K	32.1	4.3			£5705
3.0TT M4 GTS	J	34.0	3.8			£12077
Auto: add £1515-£1360, xDrive:	add:	£1535	to 42	0i. £1	500	to

420d, 4 Series Gran Coupe; same price as 4 Series Coupe, 4 Series Convertible: add £4200-£5880 (not 420i, 430d, 435d), Sport: add £1500 to SE, M Sport: add £500 to Luxury

Z4 - 4239-4244x1790mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 sDrive18i	G	41.5	7.9	159	38	£2969
2.0 sDrive20i	G	41.5	6.9	159	38	£3179
2 0 cDrive28i M Sport	G	415	5.7	159	40	£3934

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
K	30.1	5.2	219	41	£449

3.0 sDrive35i M Sport K 30.1 5.2 219 41 £44960 3.0 DCT sDrive35iS K 31.4 4.8 210 43 £47905 Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models

6 Series - 4894x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto 640i SE	1	37.2	5.3	176	47	£5943
3.0 auto 640d SE	F	52.3	5.3	143	48	£6229
4.4 V8 auto 650i Sport	ĸ	32.1	4.6	206	50	£6979
4.4 V8TT DCT M6						£9235
Convertible: add £4700-£5900, G	ran (Coupe	e: sam	e pri	ce a	s Coupe
M Sport: add £3600 to SE add £2	600	to Spr	ort			

A 113.0 4.4 59 50 £99540

CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2 Warranty: 1 year

Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A DRIVER POWER POS: N/A

0.6T 160 C	57.6	6.5	114 N/A	£18995
1.6 270	N/A	5.0	N/A N/A	£22995
2.0 360	N/A	4.8	N/A N/A	£26995
2.0 420			N/A N/A	
2.0 S/C 620R	N/A	2.8	N/A N/A	£49995
S Pack: add £2995, R Pack: add £3995,	, SV ch	assis:	add £250	0, DIY
kit: £3000 loss than factory build				

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 1 Warranty: 5 years/100000 miles Corvette - 4493x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

 6.2 V8 Stingray Coupe
 M 23.5
 3.8
 279
 50
 £69810

 6.2 V8 Stingray Convertible
 M 23.1
 3.8
 283
 50
 £74410

CITROEN

www.citroen.co.uk /Brochure: 0800 023 4000 / Dealers: 196 Warranty: 3 years/60000 miles

A N/A 15.9 0 28 **£16995**

C1 - 3466x1884mm, EURO-NCAP 会会会会 DRIVER POWER POS: 96th

1.0 VTi (68) Touch 3dr	Α	68.9	14.3	95	6	£8345
1.0 VTi (68) Feel 3dr	Α	68.9	14.3	95	6	£9595
1.0 VTi (68) S&S Flair 3dr	Α	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	Α	65.7	11.0	99	11	£10635
1.0 VTi (68) ETG Flair 5dr	Α	67.3	14.6	97	7	£11185
5dr: add £400 to Feel/Flair 3dr. Ai	rscape	: add	£160 t	o sel	ect n	nodels

C3 - 3941x1728mm, EURO-NCAP 会会会会 DRIVER POWER POS: 163rd

1.0 PureTech (68) VT	В	64.2	14.2	102	8	£11075
1.0 PureTech (68) VTR+	В	62.8	14.2	104	9	£12495
1.2 PureTech (82) VTR+	В	61.4	14.2	107	12	£13515
1.2 PureTech (82) Selection	В	61.4	14.2	107	12	£13865
1.2 PureTech (110) S&S Exclusive	В	62.8	10.6	104	18	£15640
1.6 BlueHDi (75) VT	Α	80.7	11.3	90	16	£13245
1.6 BlueHDi (75) VTR+	Α	80.7	11.3	90	16	£14785
1.6 BlueHDi (75) Selection	Α	80.7	11.3	90	16	£15135
1.6 BlueHDi (100) Exclusive	Α	83.1	10.8	87	19	£16790
ETC : LICCOO: 430 T						

C4 - 4329x1789mm, EURO-NCAP

1.2 PureTech (110) Touch	В	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	Α	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	Α	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	В	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	Α	78.5	10.6	95	25	£19145

C4 Cactus - 4157x1729mm, EURO-NCAP 会会会 DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	В	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	В	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	Α	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	В	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	Α	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	В	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	Α	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG6 Feel	Α	80.7	11.4	92	16	£16890
Flaton and 4 C1 400 to Facility						

C5 - 4779x1860mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 112th

2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24150
2.0 HDi (160) Exclusive Techno						£25750
Auto: add £2415 to 2.0 HDi Exclus	sive,	C5 To	urer:	add:	£11′	10

Berlingo Multispace - 4380x1810mm, EURO-NCAP ★☆★ DRIVER POWER POS: 126th

1.6 VTi (95) Touch						£13355
1.6 BlueHDi (75) Feel	C	65.7	15.1	113	12	£15440
1.6 BlueHDi (100) Feel						£16040
1.6 BlueHDi (100) ETG Feel	В	67.3	14.3	109	14	£16740
1.6 BlueHDi (100) XTR						£17890
1.6 BlueHDi (100) ETG XTR						£18440
1.6 BlueHDi (120) XTR	C	64.2	11.4	115	17	£18540
Feel Edition: add £1400 to Feel						

C3 Picasso - 4078x1730mm, EURO-NCAP ☆☆☆

DRIVER POWER POS: 108th

1.2 PureTech (110) VT	c	56.5	N/A	115	13	£13490
1.2 PureTech (110) VTR+	C	56.5	N/A	115	14	£15555
1.2 PureTech (110) Selection	C	56.5	N/A	115	14	£16105
1.2 PureTech (110) Exclusive	C	56.5	N/A	115	14	£16650
1.6 BlueHDi (100) VTR+	В	72.4	N/A	101	16	£16620
1.6 BlueHDi (100) Selection	В	72.4	N/A	101	16	£17170
1.6 BlueHDi (100) Exclusive	В	72.4	N/A	101	16	£17720

C4 Picasso - 4428x1826mm, EURO-NCAP N/A

C4 FICASSO - 4	4203 1020111111,	EOVO-IA	CAF
DRIVER POW	ER POS: 77th		

1.2 PureTech (130) VTR	C	56.5	N/A	115	16	£18270	
1.6 BlueHDi (100) VTR	Α	74.3	14.3	99	15	£18725	
1.2 PureTech (130) VTR+	C	56.5	N/A	115	16	£19570	
1.6 BlueHDi (100) VTR+	Α	74.3	14.3	99	15	£20025	
1.6 BlueHDi (120) VTR+	Α	74.3	12.6	100	20	£20785	
1.6 BlueHDi (120) Exclusive	Α	74.3	12.6	100	20	£22085	
1.6 THP (165) EAT6 Exclusive	D	50.4	8.4	130	21	£22710	
2.0 BlueHDi (150) Exclusive	В	67.3	9.8	102	24	£23050	
Auto: add £1350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150),							
Fredrick and add 62260 to Fredrick							

Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A DRIVER POWER POS: 77th

1.2 PureTech (130) VTR	C	56.5	N/A	115	16	£19970
1.6 BlueHDi (100) VTR	Α	74.3	14.3	99	15	£20425
1.2 PureTech (130) VTR+	C	56.5	N/A	115	16	£21270
1.6 BlueHDi (100) VTR+	Α	74.3	14.3	99	15	£21725
1.6 BlueHDi (120) VTR+	Α	74.3	12.6	100	20	£22485
1.6 BlueHDi (120) Exclusive	Α	74.3	12.6	100	20	£23785
1.6 THP (165) EAT6 Exclusive	D	50.4	8.4	130	21	£24410
2.0 BlueHDi (150) Exclusive	В	67.3	9.8	102	24	£24750
Auto: add £1350 to 1.6 BlueHDi (120)	and:	2.0 Blu	ıeHD	i (15	50),
Exclusive+: add £2360 to Exclusive	5					

www.dacia.co.uk / Brochure: 0800 991199 / Dealers: 127 Warranty: 3 years/60000 miles

Sandero - 4057x1733mm, EURO-NCAP

1.2 16v (75) Access	E	48.7	14.5	135	2	£5995
1.2 16v (75) Ambiance	E	48.7	14.5	135	2	£6795
0.9 TCe (90) Ambiance	C	56.5	11.1	116	6	£7595
1.5 dCi (90) Ambiance	Α	74.3	12.1	99	8	£8595
Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to						

Sandero Stepway - 4057x1733mm, EURO-NCAP N/A DRIVER POWER POS: 53rd

0.9 TCe (90) Ambiance	D	52.3	11.1	124	7	£8395
1.5 dCi (90) Ambiance	В	70.6	12.1	105	10	£9395
Laureate: add £1800 to Ambiance						

Logan - 4450x1740mm, EURO-NCAP ☆☆☆ DRIVER POWER POS: 48th

1.2 16v (75) Access	E	48.7	14.5	135	4	£6995		
1.2 16v (75) Ambiance	E	48.7	14.5	135	4	£7795		
0.9 TCe (90) Ambiance	C	56.5	11.1	116	9	£8595		
1.5 dCi (90) Ambiance	Α	74.3	12.1	99	11	£9595		
Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to								
Laureate								

Duster - 4316x1822mm, EURO-NCAP N/A DRIVER POWER POS: 91st

1.6 16v (105) Access 2WD	G	39.8	11.5	165	6	£9495	
1.5 dCi (110) Ambiance 2WD	D	56.5	11.8	130	10	£11995	
1.5 dCi (110) Laureate 2WD	D	56.5	11.8	130	11	£13495	
4WD: add £2000 , Laureate Prime: add £500 to Laureate							

DS

www.driveds.co.uk / Brochure: 0800 023 4000 / Dealers: 196 Warranty: 3 years/60000 miles

DS 3 - 3948-3962x1715-1717mm, EURO-NCAP 会会会会 DRIVER POWER POS: 67th

1.2 PureTech (82) DSign	В	62.8	14.2	104	9	£12865
1.2 PureTech (110) DStyle	В	60.1	9.6	107	19	£15630
1.2 VTi (120) auto DStyle	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) DStyle	Α	76.3	12.5	95	16	£15820
1.6 THP (165) DStyle Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) DSport						£19000
1.6 BlueHDi (120) DSport	Α	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige						£23220
Caladian add COACO (ada ataul ara d	ole)	DCivo	· conc	\ loce:	eh a e	DCnort

DS 4 - 4275x1810mm, EURO-NCAP

.6 e-HDi (115) DSign			12.4			
.6 e-HDi (115) DStyle			12.4			
.6 VTi (120) DSign	F	46.0	12.2	144	14	£17
.6 THP (200) DSport	F	44.0	8.5	149	31	£2:
CITUD (4CO) FICE DC+ 1-		440	0.0	170	21	CO

1.6 VTi (120) DSign						£17855
1.6 THP (200) DSport	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 DStyle						£21765
1.6 VTi (120) DStyle	F	46.0	12.2	144	15	£19905
2.0 HDi (160) DSport	E	55.0	9.3	134	24	£23700
2.0 HDi (160) DStyle	Е	55.0	9.3	134	23	£22700
Auto: add £1600 to HDi (160), ad	d£5	00 to	e-HD	(115)	

DS 5 - 4530x1871mm, EURO-NCAP 会会会会 DRIVER POWER POS: 106th

1.6 BlueHDi (120) DSign	В	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 DStyle	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) DStyle	В	64.2	12.2	105	22	£25890
2.0 HDi (160) DStyle		55.4				£26895
2.0 HDi auto Hybrid4 (200) DStyle	В	68.9	8.3	107	27	£31600
1.6 THP (200) DSport	G	42.2	8.5	155	27	£28920
2.0 HDi (160) DSport	Е	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto DSport	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) DSport						£33700
Auto: add £1505 to HDi (160), Blue	eΗE	Di (120	0): san	ne pr	ice a	s e-HDi
(115), BlueHDi (180): add £1125 to	2.0) HDi	(160)			

FERRARI

www.ferrari.com / Brochure: 01753 878 700 / Dealers: 13

MPG 0-60mph CO₂ ce group ist price

California - 4563x1902mm, EURO-NCAP N/A DRIVER POWER POS: N/A

L 26.9 3.6 250 50 £155460

458 - 4527x1937mm, **EURO-NCAP** N/A **DRIVER POWER POS:** N/A

4.5 V8 DCT 458 Spider	M 24.0	3.4	275	50 £19900
4.5 V8 DCT 458 Speciale	M 23.9	3.0	275	50 £20810
HFLF: add £984 to Spider				

488 GTB - 4568x1952mm, EURO-NCAP N/A DRIVER POWER POS: N/A

M 24.8 3.0 260 50 £183964

F12berlinetta - 4618x1942mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.3 V12 DCT F12berlinetta M 18.8 3.1 350 50 £241053

FF - 4907x1953mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.3 V12 DCT 4x4 FF M 17.0 3.7 380 50 £238697

www.fiat.co.uk / Brochure: 00800 3428 0000 / Dealers: 160 Warranty: 3 years/60000 miles

1.2 Pop	C	54.3	14.2	120	4	£9095
1.3 Multijet Pop	В	72.4	12.8	104	5	£1129
1.2 Easy	C	54.3	14.2	120	5	£989
1.3 Multijet Easy	В	72.4	12.8	104	9	£1209
0.9T TwinAir Easy	Α	67.3	11.2	99	8	£1109
1.2 Lounge	C	54.3	14.2	120	5	£1039
1.3 Multijet Lounge	В	72.4	12.8	104	9	£1259
0.9T TwinAir Lounge	A	67.3	11.2	99	4	£1159
0.9T TwinAir Trekking	В	61.4	11.5	105	6	£1279
0.9T TwinAir 4x4	c	57.6	12.1	114	7	£1429
1.3 Multijet 4x4	D	67.3	14.5	125	7	£1529
0.9T TwinAir 4x4 Cross	c	57.6	12.0	114	10	£15945
1.3 Multijet 4x4 Cross	D		14.3	125	9	£1694
Auto: add £1065 to TwinAir (no	t Trok	kina	1v1\			

1.2 (69) Pop						£1089
1.2 (69) Pop Star	В	60.1	12.9	110	N/A	£1176
0.9T TwinAir (85) Pop Star	Α	74.3	11.0	90	N/A	£1306
0.9T TwinAir (105) Lounge	Α	67.3	10.0	99	N/A	£1442
Auto: add £750 to 1.2 (69) and 0.	.9T T	vinAi	r (85),	500	C: ad	ld
£26E0 Loungo: add £97E to Bon	Ctar					

500L - 4147x1784mm, EURO-NCAP N/A DRIVER POWER POS: N/A

F	45.6	12.8	145	10	£13040				
F	45.6	12.8	145	10	£15200				
В	60.1	12.3	109	11	£16690				
G	40.9	10.2	159	16	£1719				
			110	8	£1669				
C	62.8	11.3	112	17	£1769				
C	61.4	10.7	117	18	£1819				
F	44.1	13.2	149	8	£17300				
C	55.4	12.6	119	9	£1879				
G	40.4	11.0	163	11	£1929				
				7	£1879				
D	62.8	12.0	122	15	£1979				
Auto: add £900 to 1.3 M'jet, Lounge: add £1400 to Pop Star, 500L									
ever	seats	: add	£700	to i	MPW				
	B G B C C F C G C D	F 45.6 B 60.1 G 40.9 B 56.5 C 62.8 C 61.4 F 44.1 C 55.4 G 40.4 C 56.5 D 62.8 D 62.8	F 45.6 12.8 B 60.1 12.3 G 40.9 10.2 C 62.8 11.3 C 61.4 10.7 F 44.1 13.2 G 55.4 12.6 G 40.4 11.0 C 56.5 10.7 D 62.8 12.0 peg: add £1400	F 45.6 12.8 145 B 60.1 12.3 103 G 40.9 10.2 159 B 56.5 10.7 110 C 62.8 11.3 112 C 61.4 10.7 117 F 44.1 13.2 149 C 55.4 12.6 119 G 40.4 11.0 163 C 56.5 10.7 114 D 62.8 12.0 122 D 62.8 11.0 125 gg: add £1400 to PC	B 60.1 12.3 109 11 G 40.9 10.2 159 16 B 56.5 10.7 110 8 C 62.8 11.3 112 17 C 61.4 10.7 117 18 F 44.1 13.2 149 8 C 55.4 12.6 119 9 G 40.4 11.0 163 11 C 56.5 10.7 114 7 D 62.8 12.0 122 15 D 62.8 11.0 125 15				

Punto - 4065x1687mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.2 8v (69) Pop 3dr	D	52.3	14.4	126	6	£1017
1.2 8v (69) Easy 3dr	D	52.3	14.4	126	6	£1127
1.4 (77) Easy 3dr	E	49.6	13.2	132	8	£1168
1.4 (77) Jet Black 2 3dr	E	49.6	13.2	132	8	£1212
1.3 Multijet (85) Easy 3dr				90	13	£1377
5dr: add £600 to 3dr, GBT: add £5						

Qubo - 3959x1716mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.3 Multijet (75) Active	В	68.9	15.2	107	5	£1340
1.3 Multijet (75) MyLife						£1440
1.3 Multijet (95) MyLife	В	68.9	12.2	107	8	£1481
1.3 Multijet (95) Trekking	В	68.9	12.2	107	8	£1531
Auto: add £1100 to Multijet (75)						

Doblo - 4390x1832mm, EURO-NCAP ★★★ DRIVER POWER POS: N/A

1.4 (95) Eleganza	н	39.0	15.4	166	5	£1528			
1.4 (95) MyLife	н	39.0	15.4	166	5	£1448			
1.6 Multijet (105) Eleganza	E	54.0	13.4	138	11	£1778			
1.6 Multijet (105) MyLife	E	54.0	13.4	138	11	£1698			
2.0 Multijet (135) Eleganza	F	50.0	11.3	150	13	£1808			
Auto: add £800 to M'jet, Maxi: add £720, High Roof: add £885									

500X - 4248-4273x1796mm, EURO-NCAP

1.6 E-torQ (110) Pop	F	44.8	N/A	147	7	£14595
1.6 E-torQ (110) Popstar	F	44.8	N/A	147	8	£16345
1.4 MultiAir II (140) Popstar	Е	47.1	9.8	139	11	£17595
1.6 Multijet II (120) Popstar	В	68.9	10.5	109	13	£19095
1.4 MultiAir II (140) Cross	Е	47.1	9.8	139	15	£18595
1.6 Multijet II (120) Cross	В	68.9	10.5	109	14	£20095
2.0 Multijet II (140) AT 4WD Cross	F	51.4	9.8	144	15	£24095
1.4 MultiAir II (140) Lounge	Е	47.1	9.8	139	11	£19345
1.6 Multijet II (120) Lounge	В	68.9	10.5	109	14	£20845
1.4 MultiAir II (140) Opening Ed	Е	47.1	9.8	139	13	£17595
Cross Plus: add £1750 to Cross						

www.ford.co.uk / Brochure: 0845 841 1111 / Dealers: 781 Warranty: 3 years/60000 miles Ka - 3620x1658mm, EURO-NCAP 女女女女 DRIVER POWER POS: N/A

1.2 (69) Studio	C	58.0	13.2	115	3	£894
1.2 (69) Edge	C	58.0	13.2	115	3	£994!
1.2 (69) Zetec	C	58.0	13.2	115	3	£1069
1.2 (69) Titanium	C	58.0	13.2	115	3	£1119
1.2 (69) Metal	C	58.0	13.2	115	3	£1144
Studio Connect: add £500 to	Studio,	GP III:	same	price	as I	Vletal

Fiesta - 3950-3953x1722mm, EURO-NCAP 女女女女女 DRIVER POWER POS: 52nd

1.25 (60) Studio 3dr	c	54.3	16.9	120	3	£1014
1.25 (60) Style 3dr	C	54.3	16.9	120	4	£1184
1.25 (82) Style 3dr	c	54.3	13.3	120	7	£1234
1.5 TDCi (75) Style 3dr	Α	76.4	13.5	98	12	£1384
1.6 TDCi (95) Style ECOnetic 3dr	Α	85.6		87	12	£1494
1.25 (82) Zetec 3dr	c	54.3	13.3	120	7	£1309
1.0 (80) S/S Zetec 3dr	Α		14.9	99	6	£1359
1.0T EcoBoost (100) S/S Zetec 3dr	Α	65.7	11.2	99	11	£1409
1.6 (105) Powershift Zetec 3dr	Е	47.9	10.5	138	12	£1484
1.5 TDCi (75) Zetec 3dr		76.4		98	12	£1459
1.6 TDCi (95) Zetec ECOnetic 3dr		85.6	12.9	87	12	£1549
1.0T EcoBst (125) S/S Zetec S 3dr	Α	65.7	9.4	99	11	£1564
1.6 TDCi (95) Zetec S 3dr	Α	78.5	11.7	95	12	£1614
1.0 (80) S/S Titanium 3dr	Α	65.7	13.3	99	7	£1459
1.0T EcoBoost (100) S/S Titan 3dr		65.7	11.2	99	11	£1509
1.0T EcoBoost (125) S/S Titan 3dr		65.7	9.4	99	15	£1559
1.6 (105) Powershift Titanium 3dr		47.9	10.5	138	12	£1584
1.5 TDCi (75) Titanium 3dr	Α	76.4	13.5	98	9	£1559
1.6 TDCi (95) Titan ECOnetic 3dr	Α		12.9	87	12	£1649
1.0T E'Boost (140) Zetec S Red 3dr	В	62.8	9.0	104	18	£1614
1.0T E'Bst (140) Zetec S Black 3dr	В	62.8	9.0	104	18	£1664
1.6T (180) EcoBoost ST 3dr	Е	47.9		139	30	£1739
1.6T (180) EcoBoost ST-2 3dr	Е	47.9	6.9	139	30	£1839
1.6T (180) EcoBoost ST-3 3dr	Е	47.9	6.9	139		£1939
Auto: add £1250 to EcoBoost (100), 5	dr: ad	ld £60	0 to 3	3dr ((not ST)
Titanium X: add £1000 to Titaniun	n					

Focus - 4358x1823mm, EURO-NCAP

DRIVER POWER POS: 65th						
1.0T EcoBoost (100) Style	В	61	.4	1	12.	

1.0T EcoBoost (100) Style	В	61.4	12.5	105	11	£17295		
1.0T EcoBoost (100) Titanium	В	61.4	12.5	105	12	£19795		
1.0T EcoBoost (125) Titanium	В	60.1	11.0	108	14	£20295		
1.0T EcoBoost (100) Zetec	В	61.4	12.5	105	11	£18295		
1.0T EcoBoost (125) Zetec	В	60.1	11.0	108	14	£18795		
1.5 TDCi (95) Style	Α	74.3	12.0	98	13	£17995		
1.5 TDCi (120) Titanium	Α	74.3	10.5	98	16	£20995		
1.5 TDCi (120) Zetec	Α	74.3	10.5	98	16	£19495		
1.5T EcoBoost (150) Titanium	D	51.4	8.9	127	19	£20795		
1.5T EcoBoost (150) Zetec S	D	51.4	8.9	127	19	£20545		
1.6 (85) Studio	Е	47.9	14.9	136	6	£13995		
1.6 (105) Style	Е	47.9	12.3	136	11	£16795		
1.6 (125) Powershift Style	F	44.8	11.7	146	13	£18545		
1.6 TDCi (95) Style	В	67.3	12.5	109	11	£17895		
1.6 TDCi (115) Titanium	В	67.3	10.8	109	15	£20895		
1.6 TDCi (115) Zetec	В	67.3	10.8	109	15	£19395		
1.6 (125) Powershift Titanium	F	44.8	11.7	146	13	£21045		
1.6 (125) Powershift Zetec	F	44.8	11.7	146	13	£19545		
1.5T (182) EcoBoost Titanium X	D	51.4	8.6	127	22	£23520		
2.0T EcoBoost (250) ST-1	G	41.5	6.5	159	33	£22195		
2.0 TDCi (185) ST-1	В	67.3	8.1	110	24	£22195		
2.3T EcoBoost (350) RS	н	36.7	4.7	175	N/A	£28940		
107kW Focus Electric	Α	N/A	11.0	0	20	£28580		
Estate: add £1100, Zetec S: add £1	,25	0 to Z	etec,	Γitan	ium	X: add		
£2000 to Titanium (not 1.5T EcoBoost (150), 1.6 TDCi, 1.6								
Powershift), ST-2: add £1500 to ST	-1, 5	ST-3: a	idd £3	800	to ST	Γ-1		

Mondeo - 4869x1852mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.5T (160) EcoBoost Titanium	Е	48.7	9.2	134	23	£2224
1.5T (160) EcoBoost Zetec	Е	48.7	9.2	134	23	£2104
1.6 TDCi (115) ECOnetic Style	Α	78.5	12.1	94	17	£2079
1.6 TDCi (115) ECOnetic Titanium	Α	78.5	12.1	94	17	£2299
1.6 TDCi (115) ECOnetic Zetec	Α	78.5	12.1	94	17	£2179
2.0 TDCi (150) ECOnetic Style	В	68.9	9.4	107	23	£2154
2.0 TDCi (150) ECOnetic Titanium	В	68.9	9.4	107	23	£2374
2.0 TDCi (180) Titanium	c	64.2	8.3	115	27	£2424
2.0 TDCi (180) Vignale 4dr	c	62.8	8.3	117	29	£2904
2.0 TDCi (210) auto Vignale 4dr	D	56.5	7.9	130	32	£3129
2.0 TDCi (150) ECOnetic Zetec	В	68.9	9.4	107	23	£2254
2.0T E'Boost (240) auto Titanium	н	38.7	7.9	169	29	£2574
2.0 TiVCT (187) Hybrid 4dr	Α	67.3	9.2	99	21	£2499
2.0T E'Boost (240) aut Vignale 4dr	н	38.2	7.9	171	31	£3055
2.0 TiVCT (187) Hybrid Vignale 4dı						£2979
Auto: add £1500 to 1.5T EcoBoost,	2.0) TDC	i (not	Style), M	ondeo
Estate: add £1250, 4WD: add £150	0 t	0.20	TDCi (180)	auto	

Tourneo Connect - 4418-4818x1966mm EURO-NCAP 会会会 DRIVER POWER POS: N/A

1.0T (100) EcoBoost Style	D	50.4	14.0	129	7	£14445
1.6 TDCi (95) Style	D	56.5	14.7	130	8	£14945
1.0T (100) EcoBoost Zetec						£16095
1.6 TDCi (95) Zetec	D	56.5	14.7	130	12	£16595
1.6 TDCi (115) Zetec						£17195
1.6 TDCi (95) Titanium	D	56.5	14.7	130	8	£17595
1.6 TDCi (115) Titanium						£18195
1.6 (150) auto Titanium						£19115
Economy Pack: add £360 to 1.6	TDCi ((95)	irand	Tour	neo	

B-MAX - 4077x1751mm EURO-NCAP ☆☆☆☆☆ DRIVER POWER POS: 128th

add £1200 to Titanium (not 1.0T (100) EcoBoost)

1.4 (90) Studio	Ε	47.1	13.8	139	7	£1309
1.4 (90) Zetec	Ε	47.1	13.8	139	8	£1489
1.0T (100) EcoBoost Zetec	C	55.4	13.2	119	9	£1549
1.0T (125) EcoBoost Zetec						£1609
1.6 (105) Powershift Zetec	F	44.1	12.1	149	10	£1659
1.5 TDCi (75) Zetec	В	68.9	16.5	109	8	£1629
1.6 TDCi (95) Zetec						£1679
Titanium: add £1400 to Zetec (no:	t 1 /	1 (90)	1 5 TI)Ci)	Tita	nium X

C-MAX (NEW) - 4379-4519x1828mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A







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1.6 Ti-VCT (125) Zetec	F	44.1	11.5	149	16	£18195
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	14	£18695
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	16	£19195
1.5 TDCi (120) Zetec						£19895
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	14	£20195
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	17	£20695
1.5 TDCi (120) Titanium	В	68.9	11.3	105	17	£21395
2.0 TDCi (150) Titanium	C	64.2	9.5	114	25	£22895
Auto: add £1250 to diesels, Titan	ium	X: ad	d £200	00 to	1.0	
EcoBoost (125), 1.5 TDCi and 2.0	TDC	Titar	ium,	Gran	d C-	MAX:
LL CACOO / LA CTLUCT						

S-MAX - 4796x1916mm, EURO-NCAP

1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	19	£24545
2.0 TDCi (120) Zetec	D	56.5	13.4	129	16	£25245
2.0 TDCi (150) Zetec	D	56.5	10.8	129	20	£25995
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	19	£26245
2.0 TDCi (150) Titanium	D	56.5	10.8	129	20	£27695
2.0 TDCi (180) Titanium	D	56.5	9.7	129	20	£28445
2.0 EcoBoost (240) auto Titanium	П	35.8	8.4	180	26	£31300
2.0 TDCi (210) aut Titanium Sport	F	51.4	8.8	144	27	£32260
2.0 TDCi (180) auto 4WD Tit'm Spt	F	48.7	10.5	149	24	£32945
Auto: add £1550 to 2.0 TDCi (150)	and	1 (180), 4W	D: ad	d£′	1500 to
2 0 TDCi (150) Titanium Snt: add f	140	00 to 2	OTD.	Ci (18	RO) T	itanium

Galaxy - 4848x1916mm, EURO-NCAP ☆☆☆☆☆ DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	19	£26445
2.0 TDCi (120) Zetec	D	56.5	13.6	129	17	£27595
2.0 TDCi (150) Zetec	D	56.5	10.9	129	20	£28345
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	20	£28595
2.0 TDCi (150) Titanium	D	56.5	10.9	129	21	£29995
2.0 TDCi (180) Titanium	D	56.5	9.8	129	24	£30795
2.0 E'Boost (240) auto Titanium X	т	50.0	8.6	180	26	£35205
2.0 TDCi (210) auto Titanium X						
Auto: add £1550 to 2.0 TDCi (not 1	20), 4WI	D: add	£15	50 t	o 2.0
TDCi (150) Titanium, add £1365 to	2.0	TDCi	(180)	auto	Tita	anium
X. Titanium X: add £3100 to Titani	um	(not	1.5 Ec	oBoo	st)	

1.5 (112) Zetec	F	44.8	13.3	149	9	£1424
1.0T EcoBoost (125) Zetec	D	52.3	12.7	125	11	£1514
1.5 TDCi (95) Zetec	C	64.2	N/A	115	N/A	£1589
1.5 (112) auto Titanium	F	44.8	14.1	149	9	£1704
Auto: add £1500 to 1.5 (112). T	Γitaniu	m: ad	d £130	00 to	Zete	ec.

						£229
						£236
2.2 TDCi (150) Double Cab XLT						
2.2 TDCi (150) Double Cab Limited						
3.2 TDCi (200) Double Cab Limited						
3.2 TDCi (200) Dub Cab Wildtrak	м	29.1	10.3	256	12	£303
Auto: add £1200 to 2.2 TDCi Limite	ed a	and 3.	2 TDC	i Wil	dtra	ık,
Charles of the solid contract Charles of						

Kuga - 4524x1838mm, EURO-NCAPN/A DRIVER POWER POS: 110th

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBst auto Zetec AWD						
2.0 TDCi (150) Zetec FWD	Е	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD						
Auto: add £1485 to 2.0 TDCi AWD	, Ti	taniur	n: ado	1£16	50 t	0
EcoBoost Zetec (not 2.0 TDCi (150)	Α۱(ND), 1	itaniı	ım X	ado	£2750
to Titanium, Titanium X Sport: ad	d £	5700 t	o Tita	nium		

Mustang - 4784x1916mm, EURO-NCAPN/A DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	35.	3 5.8	179	21	£28995
5.0 V8 GT Fastback			299	21	£32995
Auto: add £1500, Convertible: ad	dd £4000	1			

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127	/ Dealers: 54
Warranty: 6 years/125000 miles	

Steed -	5040x1800mm,	EURO-NCAP	N/A

Steed	 5040x1800mm, 	EURO-NCAP N/A	
DRIVE	R POWER POS:	N/A	

2.0 (139) S Double Cab	L.	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	T.	32.8	17.0	222	8	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196 Warranty: 3 years/60000 miles Jazz (NEW) - 3995x1694mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.3 i-VTEC S	C	56.5	11.2	116	13	£1349
1.3 i-VTEC SE	C	56.5	11.2	116	13	£1459
1.3 i-VTEC EX						£1571
1.3 i-VTEC CVT EX Navi	C	57.6	12.0	114	13	£1681
Auto: add £1100						

Civic - 4300x1770mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 41st

1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.8 i-VTEC S	Е	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6 i-DTEC S						£18775
1.6 i-DTEC SE Plus	Α	78.5	10.5	94	18	£20570
1.6 i-DTEC Sport	Α	76.3	10.5	98	18	£20820
1.6 i-DTEC SR						£23140
2.0T VTEC Type R	н	38.7	5.7	170	33	£29995
2.0T VTEC Type R GT						£32295
Auto: add £1400-£1415 to 1.8 i-VT	EC,	SE PI	us: ad	d £19	9901	to S, EX

Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

1.5 i-VTEC (130) S	D	50.4	10.7	130	21	£17995
1.5 i-VTEC (130) SE	D	50.4	10.7	130	21	£19745
1.5 i-VTEC (130) CVT EX	D	52.3	11.2	125	22	£19745

1.6 i-DTEC (120) S	В	70.6	10.1	104	23	£19745
1.6 i-DTEC (120) SE	В	70.6	10.1	104	23	£21495
Auto: add £970 to 1.5 i-VTEC (not S)	FX: ac	id f34	50 tc	SF	

2.0 i-VTEC S 2WD	н	39.2	10.0	168	24	£2234
2.0 i-VTEC SE 4WD	н	38.2	10.2	173	24	£2561
2.0 i-VTEC SR 4WD						£2859
2.0 i-VTEC EX 4WD	т	37.2	10.2	177	25	£3043
1.6 i-DTEC (120) S 2WD						£2340
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£2849
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£2757
1.6 i-DTEC (160) SR 4WD						£3062
1.6 i-DTEC (160) EX 4WD						£3247
Auto: add £1500 to 2.0 i-VTEC, £1	780	to 1.6	6 i-DTI	EC (1	60),	SE: add
f2170 to 1.6 i-DTFC (120) S						

1.0 S	В	60.1	14.9	108	1	£8595		
1.0 S Air	В	60.1	14.9	108	1	£9260		
1.0 SE	В	60.1	14.9	108	1	£9660		
1.2 SE	C	57.6	12.3	114	4	£10160		
1.0 SE Blue Drive	Α	65.7	15.1	98	1	£9910		
1.0 Premium	В	60.1	14.9	108	1	£10360		
1.2 Premium						£10860		
Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium								

i20 - 4035x1734mm, EURO-NCAP ★★★★ DRIVER POWER POS: N/A

695
445
725
325
225
725
725
325
725
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1.4 (100) S 5dr	Е	47.1	13.2	138	8	£15195		
1.6 CRDi (110) Blue Drive S 5dr	Α	78.4	11.5	94	11	£17195		
1.4 (100) SE 5dr	Е	47.1	13.2	138	8	£16495		
1.6 (120) auto SE 5dr	G	41.5	11.9	158	10	£17895		
1.6 CRDi (110) Blue Drive SE 5dr	Α	78.4	11.5	94	12	£18495		
1.6 (120) Premium 5dr	F	44.8	11.9	145	12	£20295		
1.6 CRDi (136) Premium 5dr	В	70.6	10.2	104	13	£22295		
1.6T-GDi (186) Turbo SE 3dr	Н	38.7	8.0	169	21	£22495		
Auto: add £1300 to 1.6 CRDi SE and Premium, i30 Tourer: add								
£1100 (not 1.4). Turbo SE 5dr; add £500 to Turbo SE 3dr								

i40 - 4740-4770x1815mm, EURO-NCAP 会会会会 DRIVER POWER POS: 85th

1.7 CRDi (115) BD S	В	66.0	N/A	110	13	£19600		
1.7 CRDi (141) BD S	C	63.0	N/A	114	18	£20400		
1.7 CRDi (115) BD SE Nav	В	66.0	N/A	110	13	£21600		
1.7 CRDi (141) BD SE Nav	C	63.0	N/A	114	19	£22400		
1.7 CRDi (115) BD Premium						£25600		
1.7 CRDi (141) DCT BD Premium								
Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1250								
(add £1350 to Premium) SE Nav Rusiness; add £1500 to SE Nav								

ix20 - 4100x1765mm, EURO-NCAP

1.4 Active	D	50.0	12.9	130	8	£13665
1.4 Classic	D	50.0	12.9	130	7	£12515
1.4 Style						£14615
1.4 CRDi Classic	C	66.0	14.5	114	9	£13835
1.6 CRDi Active						£15385
1.6 CRDi Style	C	64.0	11.5	117	9	£16335
1.6 auto Active						£15010
1.6 auto Style	G	44.0	12.2	154	10	£15960

ix35 - 4410x1820mm, EURO-NCAP

100kW Fuel Cell EV	A N/A	12.5	0	N/A	£53105

Tucson - 4475x1850mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.6 GDi (132) ISG S	F	44.8	11.5	147	N/A	£1869
1.7 CRDi (116) ISG S	C	61.7	13.7	119	N/A	£2019
2.0 CRDi (136) ISG SE Nav	D	58.9	10.6	127	N/A	£2419
2.0 CRDi (185) 4WD SE Nav						£2669
1.7 CRDi (116) ISG Premium	C	61.7	13.7	119	N/A	£2504
2.0 CRDi (136) ISG Premium	D	58.9	10.6	127	N/A	£2644
2.0 CRDi (185) 4WD Premium	G	47.9	9.9	154	N/A	£2894
1.6 T-GDi (177) 4WD Premium						£2694
Auto: add £1350 to 2.0 CRDi 4WD), ac	ld £14	150 to	1.6 T	-GD	i, SE:
add £1800 to S, 4WD: add £1630,	Pre	mium	SE: ac	dd £1	900	to
Premium (not 1.7 CRDi)						

Santa Fe - 4690x1880mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.2 CRDi Style 2WD 5-seat	G	47.9	9.4	155	18	£27800
2.2 CRDi Style 4WD 5-seat	G	46.3	9.8	159	19	£29000
2.2 CRDi Premium 4WD 5-seat	G	46.3	9.8	159	19	£30020
2.2 CRDi Premium SE 4WD 7-seat	G	46.3	9.8	159	20	£33720
Auto: add £1705 to 4MD models	CAL	on co	ate: a	4d E1	200	

Genesis - 4990x1890mm, EURO-NCAP N/A DRIVER POWER POS: N/A

M 25.2 6.5 261 42 £47995

www.infiniti.co.uk / Dealers: 10 Warranty: 3 years/60000 miles

050 - 4790-4800x1820mm EURO-NCAP

Eco band	MPG	0-60mph	CO ²	Insurance group	List price

DRIVER POWER POS: N/A

.2d Q50 SE	c	64.2	8.5	114	39	£2795
2.2d Q50 Premium						£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
I.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£4000
1.5 V6 auto Q50 Hybrid AWD						
Auto: add £1550 to 2.2d, Executiv	/e: a	idd £1	920 t	o SE,	Pren	nium
xecutive: add £3120 to Premium	1					

Q60 - 4655-4780x1770-1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	N	1 24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41860

070 - 4945x1845mm, EURO-NCAP N/A

DRIVER	POWER	POS: N	/A

3.5 V6 auto Q70 Premium Hybrid		45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44100
Tech spec: add £4100 to Premium,	£2	350 to	Spor	t		

QX50 - 4635-4645x1800mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0d V6 auto QX50	K 33.2	7.9	224	46	£3448
3.0d V6 auto QX50 GT	K 33.2	7.9	224	46	£3896
3.7 V6 auto QX50 GT	M 25.0	6.4	265	46	£3844
Premium spec: add £3598 to GT	models				

QX70 - 4865x1925mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT						£42370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54025
Premium spec: add £4450 to GT	and 9	mod	Δlc			

ISUZU

2.5D Eiger Double Cab	J	38.7	N/A	194	9	£2304
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£2424
2.5D Blade Double Cab	J	38.7	N/A	194	9	£2993
2.5D Utah Double Cab	J	38.7	N/A	194	9	£2604
A						

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97 Warranty: 3 years/unlimited miles XE - 4672x1850mm, EURO-NCAP N/A

2.0d (163) SE	Α	75.0	7.9	99	22	£29775
2.0d (163) R-Sport	Α	75.0	7.9	99	24	£32325
2.0d (163) Portfolio	Α	75.0	7.9	99	24	£32975
2.0d (180) SE	В	67.3	7.4			£30275
2.0d (180) R-Sport	В	67.3	7.4	109	27	£33025
2.0d (180) Portfolio	В	67.3	7.4	109	27	£33675
2.0i (200) auto SE	- 1	37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	- 1	37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	1	37.7	6.5	179	29	£33095
2.0i (240) auto Portfolio	- 1	37.7	6.5			£33745
3.0i S/C (340) auto S	J	34.9	4.9	194	35	£44870
Auto: add £1750 to 2 0d Prestiga						

2.0d (163) Prestige						£32300
2.0d (163) R-Sport						£34200
2.0d (163) Portfolio						£36400
2.0d (180) Prestige	C	65.7	7.5	114 N	WΑ	£32800
2.0d (180) R-Sport						£35100
2.0d (180) Portfolio						£37300
3.0d (300) V6 auto S	F	51.4	5.8	144 N	WΑ	£49950
3.0 V6 S/C (380) auto S	J	34.0	5.1	198 N	N/A	£49950
Auto: add £1750						

XJ - 5122-5247x1894mm, EURO-NCAP N/A DRIVER POWER POS: 7th

3.0D V6 auto Luxury	F	49.6	5.9			£58690
3.0D V6 auto Premium Luxury		49.6				£62690
3.0D V6 auto Portfolio						£69725
3.0D V6 auto R-Sport						£71625
3.0 V6 S/C auto Portfolio						£74185
3.0 V6 S/C auto R-Sport	K	31.0	5.7	224	49	£76085
5.0 V8 S/C auto LWB Autobiog	M	25.5	4.7	264	50	£100000
5.0 V8 S/C auto XJR						£92405
Long wheelbase: add £3000 (not	XJR), LWE	3 Aut	obiog	rap	hy: add
£8625 to 3.0D R-Sport						

F-Type - 4470x1923mm, EURO-NCAP N/A DRIVER POWER POS: 34th

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800
Auto: add £1800 to V6, 4WD: add	£4	350 to	V6 S	and \	/8 R	,
Convertible: add £5485 to all mod	lels					

www.jeep.co.uk / Brochure: 00800 04265337 / Dealers: 73 Warranty: 3 years/60000 miles

Renegade - 4236x1805mm,	EURO-NO
DRIVED DOWED DOC: N/A	

995
595
595

Eco band MPG 0-60mph CO₂ ice group

1.4T MulitAir (140) Longitude						£1979
1.6 Multijet (120) Longitude						£2029
2.0 Multijet (140) 4WD Longitude	Е	55.4	9.5	134	15	£2279
2.0 M'jet (170) auto 4WD Low Ltd	G	48.7	8.9	151	15	£2659
2.0 M'jt (170) aut 4WD Trailhawk						
Auto: add £1400 to 1.4 MultiAir, L	imi	ted: a	dd £2	600 t	o Lo	ngitud

Wrangler - 4223-4751x1873-1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£2901
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£3116
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£3068
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£3283
Wrangler Special Order program	me:	price	from	£29)25-	£33445

Cherokee - 4623x1859mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 MultiJet (140) Longitude	Е	53.3	10.9	139	26	£2549
2.0 MultiJet (140) Longitude 4x4	F	50.4	12.0	147	26	£2749
2.0 M'Jet (170) L'tude 4x4 auto	G	48.7	10.3	154	27	£2999
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	£3424
Longitude Plus: add £2200 Limite	ad· :	dd f	5700		_	

Grand Cherokee - 4822x1943mm, EURO-NCAP N/A DRIVER POWER POS: 35th

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£3770
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£4270
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6 A V/O LIERAL SUITO CDTO	B/	20.2	5.0	227	EΛ	£60720

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170 Warranty: 7 years/100000 miles

Picanto - 3595x1595mm, EURO-NCAP ☆☆☆ DRIVER POWER POS: 125th

1.0 1 3dr	В	62.8	14.1	105	2	£8345
1.25 Chilli 3dr	В	61.4	11.5	106	6	£11495
1.0 2 5dr	В	62.8	14.1	105	2	£10145
1.25 2 5dr	В	61.4	11.5	106	5	£10745
1.25 3 5dr	В	61.4	11.5	106	6	£11745
1 25 4 5dr	R	61.4	115	106	6	£12205

1.25 4 5 dr B 61.4 11.5 106 6 £12295 Auto: add £600 to Picanto 2, 3 and Chilli, 5 dr: add £200 to Picanto 1, SR-7: add £1500 to Picanto 1

Rio - 4045x1720mm, EURO-NCAP 会会会会

DRIVER	POWER	POS:	59th

1.25 1 3dr	В	56.5	12.9	115	2	£10345
1.25 2 3dr	В	56.5	12.9	115	2	£12245
1.4 2 ISG 3dr						£13045
1.4 3 ISG 3dr	В	56.5	11.0	114	7	£14445
1.4 CRDi 3 ISG 3dr						£15545
1.1 CRDi 1 ISG 5dr	Α	85.6	16.1	86	2	£12245
1.1 CRDi 2 ISG 5dr	Α	78.5	15.9	94	2	£14145
1.4 CRDi 2 ISG 5dr	A	74.3	13.4	98	6	£14745
1.4 4 ISG 5dr	В	56.5	11.0	114	7	£16345
1.4 CRDi 4 ISG 5dr	Α	74.3	13.4	98	7	£17445
Auto: add £005 to 1.4.2.8.2 Edr	5dr :	AA C	500 to	Odr 1	CD T	1- add

Soul - 4140x1800mm, EURO-NCAP 会会会会DRIVER POWER POS: N/A

£1500 to 1.25 and 1.1 CRDi Rio 1

1.6 GDi Start	G	41.5	10.6	158	9	£12800
1.6 GDi Connect	G	41.5	10.6	158	10	£15000
1.6 CRDi Connect	E	56.5	10.8	132	9	£16600
1.6 GDi Mixx	н	38.7	10.6	170	11	£18355
1.6 CRDi Mixx	D	56.5	10.8	132	10	£21450
81.4kW Soul EV	Α	N/A	10.8	0	19	£24995
Auto: add £1500 to 1.6 CRDi, C	onnec	t Plus:	add f	1100) to	
Commont Manny and C1000 to 8	Aires					

Cee'd (NEW) - 4260-4310x1790mm, EURO-NCAP 大会会会 DRIVER POWER POS: 38th

1.4 1 5dr	Е	47.1	12.3	138	N/A	£14905
1.4 CRDi 1 5dr	В	67.3	13.0	107	N/A	£16195
1.6 CRDi 1 5dr	Α	78.5	9.5	94	N/A	£16795
1.0 T-GDi (98) 2 5dr	C	57.6	12.3	113	N/A	£17945
1.6 CRDi 2 5dr	Α	74.3	9.5	99	N/A	£18895
1.0 T-GDi (118) 3 5dr	C	57.6	10.7	115	N/A	£20120
1.6 CRDi 3 5dr	Α	74.3	9.5	99	N/A	£20695
1.6 CRDi 4 5dr	В	72.4	9.8	102	N/A	£22295
1.0 T-GDi (118) GT-Line 5dr	C	65.7	10.5	112	N/A	£20220
1.6 CRDi GT-Line 5dr	В	72.4	9.8	102	N/A	£20795
1.6 T-GDi GT 5dr	н	38.2	7.3	170	N/A	£23605
1.6 GDi pro_cee'd 2 3dr	D	52.3	9.8	124	N/A	£17295
1.0 T-GDi (98) pro_cee'd 2 3dr	C	57.6	12.4	113	N/A	£17445
1.6 CRDi pro_cee'd 2 3dr	Α	74.3	9.5	99	N/A	£18395
1.0 T-GDi (118) pro_cee'd GT-Li 3di	·C	57.6	10.7	115	N/A	£19720
1.6 CRDi pro_cee'd GT-Line 3dr	В	72.4	9.8	102	N/A	£20295
1.6 T-GDi pro_cee'd GT 3dr		38.2				£23105
Auto: add £1435 to 1.6 CRDi (not	1), 9	ports	wago	n: ac	ld £1	200,
SR7: add £845 to Cee'd 1, 4 Tech: a	dd	£200) to 4			

Optima - 4845x1830mm, EURO-NCAPN/A DRIVER POWER POS: N/A

1.7 CRDi 1 ISG	D	57.6	10.2	128	17	£1999
1.7 CRDi 2 ISG	D	57.6	10.2	128	17	£2289
1.7 CRDi 3 ISG	D	57.6	10.2	128	17	£2579
Auto: add £1550 to 2 and 3						

Venga - 4068x1765mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 197th

.4 CRDi 1	C	63.0	14.0	119	11	£13095
.4 ISG 1	D	50.0	12.4	130	7	£11795
.4 ISG 2						£13695
.4 CRDi 2	C	63.0	14.0	119	11	£14995
.6 CRDi ISG 3	C	64.0	11.1	117	14	£17175
.6 ISG 3	E	48.0	10.6	139	12	£15890
Auto: add £1100 to 1.6 netrol						

Carens - 4525x1805mm, EURO-NCAP ★★★★ DRIVER POWER POS: N/A

Eco band MPG 0-60mph CO2 Ice group

					-	
.6 GDI ISG 1	F	44.1	10.9	149	13	£17995
.7 CRDi (114) ISG 1	D	60.1	12.6	124	12	£19390
.6 GDI ISG 2	F	44.1	10.9	149	13	£19400
.7 CRDi (114) ISG 2						£20795
.7 CRDi (134) auto 2	G	46.3	11.6	159	16	£22200
.7 CRDi (134) ISG 3	Е	56.4	10.0	132	16	£24100

Sportage - 4440x1855mm, EURO-NCAP ★★★★

DRIVER POWER POS: 122nd						
1.6 GDi 1	F	44.0	11.1	149	10	£17500
1.6 GDi 2	F	44.0	11.1	149	10	£19800

1.6 GDi 2	F	44.0	11.1	149	10	£1980
1.7 CRDi ISG 1	E	54.0	12.3	135	10	£1910
1.7 CRDi ISG 2						£2120
1.7 CRDi ISG 3	F	52.0	12.3	143	12	£2310
1.7 CRDi ISG 4	F	52.0	12.3	143	12	£2500
2.0 CRDi KX-1 AWD						£2150
2.0 CRDi KX-2 AWD	F	50.0	10.7	149	14	£2360
2.0 CRDi KX-3 AWD	G	47.0	11.3	156	15	£2550
2.0 CRDi (181) KX-4 AWD	J	46.3	9.4	158	19	£2820
A						

Sorento - 4780x 1890mm, EURO-NCA	** XO.CO.CO.C
DRIVER POWER POS: N/A	

2.2 CRDi KX-1	F	49.6	9.0	149	24	£2879
2.2 CRDi KX-2	G	46.3	9.0	161	25	£3199
2.2 CRDi auto KX-2	- 1	42.2	9.6	177	25	£33745
KX-3: add £3850 to KX-2. KX-4	4: add £	7250	to KX	-2 au	to	

LAMBORGHINI

www.lamborghini.co.uk / Brochure: 020 7589 1472 / Dealers: 6 Warranty: 3 years/unlimited miles

5.2 V10 LP610-4	M 22.6	3.2	290	50 £18187

Aventador - 4780x2030mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.5 V12 LP700-4	M 17.7	2.9	370	50 £26401
6.5 V12 LP700-4 Roadster	M 17.7	3.0	370	50 £29281
6.5 V12 LP700-4 Roadster	MI 17.7	3.0	370	50 £2928

LAND ROVER

www.landrover.co.uk / Brochure: 0800 110110 / Dealers: 130 Warranty: 3 years/unlimited miles

Defender - 4599x2069mm, EURO-NCAP N/A DRIVER POWER POS: N/A

м	28.3	14.7	266	N/A	£25530
М	28.3	14.7	266	N/A	£27570
M	25.5	14.7	295	N/A	£27885
М	25.5	14.7	295	N/A	£29815
М	28.3	14.7	266	N/A	£30770
М	25.5	14.7	295	N/A	£33670
	M M M	M 28.3 M 25.5 M 25.5 M 28.3	M 28.3 14.7 M 25.5 14.7 M 25.5 14.7 M 28.3 14.7	M 28.3 14.7 266 M 25.5 14.7 295 M 25.5 14.7 295 M 28.3 14.7 266	M 28.3 14.7 266 N/A M 28.3 14.7 266 N/A M 25.5 14.7 295 N/A M 25.5 14.7 295 N/A M 28.3 14.7 266 N/A M 25.5 14.7 295 N/A

Discovery Sport - 4599x2069mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

2.0 TD4 (150) SE	D	57.7	9.8	129	28	£30695
2.0 TD4 (180) SE Tech	E	53.3	9.8	139	28	£33895
2.0 TD4 (180) HSE	E	53.3	9.8	139	31	£37595
2.0 TD4 (180) HSE Luxury	Е	53.3	9.8	139	31	£41195
Auto: add £1800, HSF Black: add	£18	50 to l	HSE a	uto		

Discovery - 4838x1915mm, EURO-NCAP N/A DRIVER POWER POS: 68th

3.0 SDV6 auto SE	K 35.3	8.8	213	39	£4159
3.0 SDV6 auto HSE	K 35.3	8.8	213	41	£5449
3.0 SDV6 auto SE Tech	K 35.3	8.8	213	40	£4749
3.0 SDV6 auto HSE Luxury	K 35.3	8.8	213	42	£5996

RR Evoque - 4355-4365x1900mm, EURO-NCAP 会会会会 DRIVER POWER POS: 116th

2.0 Si4 (240) auto 4WD HSE Dyna	п	36.2	7.1	181	39	£43000
2.0 eD4 (150) 2WD SE						£30200
2.0 TD4 (180) 4WD HSE Dynamic	D	59.4	9.5	125	36	£40500
2.0 TD4 (180) 4WD SE						£32800
Evoque Coupé: add £1000 to 5dr	sel	ected	mode	els), S	E Te	ch: add
£2000 to SE, Dynamic Lux: add £5	500	to TD	4 Dyr	namio	c, au	to: add

Range Rover Sport - 4850x2073mm, EURO-NCAP N/A DRIVER POWER POS: 22nd

3.0 SDV6 auto HSE	J	37.7	6.8	199	43	£6125
3.0 SDV6 auto HSE Dynamic	J	37.7	6.8	199	43	£6625
3.0 SDV6 auto Autobiog Dynam	J	37.7	6.8	199	45	£7625
4.4 SDV8 auto Autobiog Dynam	L	32.5	6.5	229	47	£8265
5.0 V8 S/C auto Autobiog Dynam	M	22.1	5.0	298	49	£8265
5.0 V8 S/C auto SVR	M	22.1	4.5	298	50	£9345

Range Rover - 4999-5199x2073mm, EURO-NCAP N/A

Dia venti di						
3.0 TDV6 auto Vogue	J	37.7	7.4	196	45	£73950
4.4 SDV8 auto Vogue	L	32.5	6.5	229	48	£80850
3.0 TDV6 auto Autobiography	J	37.7	7.4	196	47	£89650
4.4 SDV8 auto Autobiography	L	32.5	6.5	229	49	£96550
5.0 V8 S/C auto Autobiography						£100350
Long wheelbase: add £7400 to SE	SVC	and V	/8 S/C	Auto	bio	graphy,
Vogue SE: add £6700 to Vogue						

LEXUS

www.lexus.co.uk / Brochure: 0845 129 5484 / Dealers: 51 Warranty: 3 years/60000 miles CT - 4350x1765mm, EURO-NCAP

DRIVER POWER POS: 37th				
1.8 Hybrid auto CT 200h S	Α	78.5	10.3	82

1.8 Hybrid auto CT 200h SE						£2249
Advance: add £1500 to SE, Luxur	y: ad	ld £20	00 to	SE, F	Spo	rt: add
£4250 to SE, Premier: add £7000	to SE					

IS - 4665x1810mm, EURO-NCAP

DRIVER POWER POS: 1st

2.5 V6 auto IS 250 SE	J	32.8	8.1	199	32	£26495			
2.5 V6 auto IS 250 Luxury	K	30.7	8.1	213	33	£27995			
2.5 Hybrid auto IS 300h SE	Α	65.7	8.3	97	31	£28995			
2.5 Hybrid auto IS 300h Luxury						£30995			
2.5 Hybrid auto IS 300h Exec Ed									
Advance: add £500 to IS 300h Luxury, F Sport: add £1500 to									
Luxury, Premier: add £5755 to Lux	cury								

Eco band
MPG
0-60mph
CO2
Ice group

GS - 4850x1840mm, EURO-NCAP N/A DRIVER POWER POS: 20th

2.5 Hybrid auto GS 300h SE	В	60.1	9.2	109	31	£3149	
2.5 Hybrid auto GS 300h Premier	C	57.6	9.2	113	33	£4374	
3.5 V6 Hyb auto GS 450h Luxury	F	46.3	5.9	141	42	£4549	
3.5 V6 Hyb auto GS 450h F Sport	F	46.3	5.9	141	42	£5149	
Luxury: add £6000 to GS 300h SE, F Sport: add £10000 to GS 300							
SE, GS 450h Premier: same price as GS 450h F Sport							

LS - 5030-5150x1875mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.6 V8 auto LS 460 Luxury	L	26.4	5.7	249	48	£71995
4.6 V8 auto LS 460 F Sport	L	26.4	5.7	249	48	£74495
5.0 V8 Hvb auto LS 600h L Premie	r J	32.8	6.1	199	50	£99995

NX - 4630x1845mm, EURO-NCAP

2.0T auto NX 200t F Sport 4WD	r	35.8	7.1	183	29	£2949
2.5 Hybrid auto NX 300h S FWD						
2.5 Hybrid auto NX 300h SE 4WD	D	54.3	9.3	121	31	£3149
Luxury: add £3000 to SE, F Sport: a	ıdd	£5500) to S	E, Pre	mie	r: add
£11500 to SE						

RX (NEW) - 4890x1895mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.5 V6 auto RX 200t S	1	36.2	9.2	181	N/A	£3999
3.5 V6 auto RX 200t Luxury	J	34.9	9.5	189	N/A	£4599
3.5 V6 Hybrid auto RX 450h SE						
3.5 V6 Hybrid aut RX 450h Luxury						
F Sport: add £3000 to Luxury, Prer	nie	r: add	£800	0 to L	uxu	ry (not
RX 200t)						

RC F - 4704x1849mm, EURO-NCAP N/A DRIVER POWER POS: N/A

5.0 V8 auto RC F L 3	26.2	4.5	252	48	£599
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LOTUS

Elise - 3785x1719mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 Elise	F	44.8	6.0	149	43	£30900
1.8 Elise S	H	37.7	4.2	175	43	£37200
1.8 Elise S Cup	Н	37.5	4.2	173	43	£43500
Club Pacori camo prico ac 1 6 1	o c					

Exige S - 4052x1802mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.5 V6 VVT-i S/C Coupe	L	28.0	4.0	236	46	£5450
3.5 V6 VVT-i S/C Coupe LF1	L	28.0	4.0	236	50	£6290
3.5 V6 VVT-i S/C Coupe Club Race	er L	28.0	3.8	236	50	£6299
Exige S Roadster: add £1000						

Evora - 4342-4394x1848-1972mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.5 V6 VVT-i S/C Evora S	31.0	4.8	229	50	£63950
3.5 V6 VVT-i S/C Evora Sport Racer L	31.4	4.8	229	50	£67900
	31.0	4.2	225	50	£72000
Evora 2+2: same price as two-seater					

mclarenautomotive.com/Dealers: 3

Warranty: 3 years 5705 - 4530x2095mm, EURO-NCAP N/A DRIVER POWER POS: N/A

M 25.5 3.2 258 50 £143250

650S - 4512x2093mm, **EURO-NCAP** N/A **DRIVER POWER POS:** N/A

3.8 V8TT SSG 650S	M 24.2	3.0	275	50 £195275
3.8 V8TT SSG 650S Spider	M 24.2	3.0	275	50 £215275
3.8 V8TT SSG 675LT	M 24.2	2.9	275	50 £259500

MASERATI

Ghibli - 4971x1948mm, EURO-NCAP ☆☆☆☆
DRIVER POWER POS: N/A

3.0 V6TT auto	K	29.4	5.6	223 N/A	£5261
3.0 V6TT auto S	L	27.2	5.0	242 N/A	£6376
3.0 V6 auto Diesel	G	47.9	6.3	158 N/A	£4916

Quattroporte - 5262x1948mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6 auto Diesel	G	45.6	6.4	163	50	£69235
3.0 V6TT auto S	L	27.2	5.1	242	50	£80115
3.8 V8 auto GTS	M	23.9	4.7	274	50	£108185

GranTurismo - 4881-4933x1847-1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.2 V8 auto	M 19.8	5.2	330	50	£82280
4.7 V8 auto MC Stradale	M 18.2	4.5	360	50	£110135
4.7 V8 Sport	M 18.2	4.7	360	50	£94140

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GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.7 V8 auto	M 19.5	5.3	337	50	£9834
4.7 V8 auto MC	M 19.5	4.9	337	50:	£11177(
4.7 V8 auto Sport	M 19.5	5.0	337	50	£10393!

MAZDA

2 - 4060x1695mm, EURO-NCAP 会会会 DRIVER POWER POS: N/A

1.5 (75) SE	В	60.1	12.1	110	13	£1199
1.5 (75) SE-L						£1299
1.5 (90) SE-L						£1399
1.5 (90) Sport	В	62.8	9.4	105	16	£1499
1.5 (115) Sport Nav						£1599
1.5D (105) SE-L						£1599
1.5D (105) Sport	Α	83.1	10.1	89	15	£1699
Auto: add £1200 to 1.5 (90)						

3 - 4465-4585x1795mm, EURO-NCAP 会会会会会

1.5 (100) SE 5dr						£1699
2.0 (120) SE 5dr						£1729
2.0 (120) Sport Nav 5dr	C	55.4	8.9	119	18	£2019
2.0 (165) Sport Nav 5dr	E	48.7	8.2	135	22	£2192
2.2D (150) SE 5dr						£1964
2.2D (150) Sport Nav 5dr						£2254
Auto: add £1200 to 2.0 (120) an	d 2.2[D, Fas	tback:	sam	e pri	ice as
5dr (not 1.5, diesel auto), SE-L: a	add £1	1500 t	o SE (r	not 1	.5)	

6 - 4870x1840mm, EURO-NCAP ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ DRIVER POWER POS: 49th

2.0 (145) SE	D	51.4	9.5	129	18	£19595
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2D (150) SE	В	68.9	9.0	108	21	£22095
2.2D (150) Sport						£25295
2.2D (175) Sport	C	62.8	7.8	119	23	£26295
Auto: add £1300 to 2.0 (145) (ne	ot SE),	£120	0 to 2	.2D (i	not!	SE),
T I.I. COOO CAOOO (1.2.4	0 /4 45	N CF 1		1		c=

5 - 4585x1750mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6D Sport Venture	E	54.3	13.7	138	16	£2189
2.0 Sport Venture	G	40.9	11.0	159	15	£2049

CX-3 - 4275x1785mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

2.0 (120) 2WD SE						£1759
2.0 (120) 2WD SE-L	E	47.9	9.0	137	16	£1899
2.0 (120) 2WD Sport Nav						£2049
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	19	£2249
1.5D (105) SE						£1899
1.5D (105) SE-L						£2039
1.5D (105) Sport Nav						£2189
Auto: add £1200 to (120) petrol, £	1300	to AV	VD Sp	ort N	av D	iesel,
AWD: add £1500 to Sport Nav Die	sel					

CX-5 - 4540x1840mm, EURO-NCAP

2.0 (165) SE-L	E	47.1	9.2	139	17	£2159
2.0 (165) Sport	Е	47.1	9.2	139	18	£2399
2.2D (150) SE-L						£2329
2.2D (150) SE-L Lux						£2469
2.2D (150) Sport	C	61.4	9.2	119	21	£2569
2.2D (175) Sport 4WD						£2769
Auto: add £1300 to SE-L, £1200 to 2	.2D	(175)	Sport,	4WE): ac	ld £170
to Slavactiv D (150) SEJ						

MX-5 - 3890x1730mm, EURO-NCAP

1.5i SE	E	53.3	8.3	139	22	£18495
1.5i SE-L						£19245
1.5i Sport						£21845
2.0i SE-L						£20095
2.0i Sport	G	40.9	7.3	161	27	£22695

MERCEDES

A-Class - 4292x1780mm EURO-NCAP ☆☆☆☆☆ DRIVER POWER POS: 119th

1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	Ε	51.4	9.2	133	18	£21840
1.6 A 200 Sport						£23365
1.9 auto A 250 Engineered AMG						
1.5 A 180 CDI ECO SE	Α	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	Α	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG						£38195
Auto: add £1450, AMG Sport: add	1£1	250 to	A20	and and	A1	30 CDI
Sport 4MATIC: add £1550 to A25	0					

1.6 B 180 SE	D	50.4	9.3	129	19	£21500
1.6 B 200 SE	D	50.4	8.6			£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	Α	78.5	11.6	94		£22575
1.5 B 180 CDI SE	В	68.9	11.6	108	15	£22575
2.1 B 200 CDI SE	C	65.7	9.9	111	19	£23650
2.1 auto B 220 CDI Sport	В	67.3	8.3	109	20	£27125
132kW ED Sport	Α	N/A	7.9	0	20	£26950
132kW ED Electric Art	Α	N/A	7.9	0	20	£27245
Auto: add £1450, Sport: add £725 t	оре	etrol S	E, £59	5 to E	180	CDI SE,
£775 to B 200 CDI, AMG Line: add £	202	0 to S	E petr	ol, £1	890	to B 180
CDI and B 200 CDI SE, add £1295 to	B 22	OCDI	Sport	£142	5 to	4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775
1.6 CLA 180 Sport						£24775
2.0 auto CLA 250 4MATIC AMG						
2 OT auto CLA 45 AMG	G	39.8	46	161	45	£42270

Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 CDI

C-Class - 4686x1810mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 42nd

Е	53.3	7.5	132	31	£31285			
В	68.9	9.7	106	26	£32870			
В	72.4	9.7	101	25	£29380			
D	53.3	7.5	123	29	£27665			
В	70.6	7.7	108	31	£33665			
В	70.6	7.7	103	29	£30175			
C	65.7	6.6	117	37	£36320			
В	65.7	6.6	109	35	£32830			
Α	78.5	6.4	100	37	£38930			
Α	78.5	6.4	94	36	£35440			
Α	134.5	5.9	48	38	£33270			
J	34.5	4.1	192	47	£60060			
J	34.5	4.0	192	48	£66810			
Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200								
	B D B B C B A A A J J	B 68.9 B 72.4 D 53.3 B 70.6 B 70.6 C 65.7 B 65.7 A 78.5 A 134.5 J 34.5 J 34.5	B 72.4 9.7 D 53.3 7.5 B 70.6 7.7 B 70.6 7.7 C 65.7 6.6 B 65.7 6.6 A 78.5 6.4 A 134.5 5.4 J 34.5 4.1 J 34.5 4.0	B 68.9 9.7 106 B 72.4 9.7 101 D 53.3 7.5 123 B 70.6 7.7 108 B 70.6 7.7 103 C 65.7 6.6 107 A 78.5 6.4 100 A 78.5 6.4 94 A 134.5 5.9 48 J 34.5 4.1 192 J 34.5 4.0 192	B 68.9 9.7 106 26 B 72.4 9.7 101 25 D 53.3 7.5 132 29 B 70.6 7.7 108 31 B 70.6 7.7 108 31 B 70.6 6.1 117 37 B 65.7 6.6 109 35 A 78.5 6.4 109 35 A 78.5 6.4 94 36 A 134.5 5.9 48 38 A 134.5 5.9 48 38 J 34.5 4.1 192 48			

E-Class - 4879x1854mm, EURO-NCAP 会会会会 DRIVER POWER POS: 61st

2.1 auto E 220 BlueTEC AMG Nght	D	57.7	83	128	39	£37565
2.1 auto E 220 BlueTEC SE		64.2				£34870
2.0 auto E 250 AMG Night Edition	F	46.3	7.4	142	41	£38785
2.0 auto E 250 SE	E	47.9	7.4	138	41	£36070
2.1 auto E 250 CDI AMG Night Ed	Е	55.4	7.5	134	43	£40245
2.1 auto E 250 CDI SE		57.7	7.5	129	41	£37420
2.1 aut E 300 B'TEC Hybrid AMG N	В	67.3	7.1	110	45	£43175
2.1 auto E 300 BlueTEC Hybrid SE	В	68.9	7.1	109	44	£40480
3.0 auto E 350 BlueTEC AMG Ni	E	53.3	6.4	139	46	£42010
5.5 V8TT MCT E 63 AMG	L	28.8	4.2	230	47	£74725
5.5 V8TT MCT E 63 AMG S	L	28.5	4.1	232	49	£84720
Estate: add £1790-£1915						

CLS-Class - 4940x1881mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.1 auto CLS 220 d AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 d AMG Line						£50695
3.5 auto CLS 400 AMG Line	н	38.7	5.3	170	47	£55855
5.5 V8TT MCT AMG CLS 63 S						£86510
Shooting Brake: add £1580 to CLS	22) d, £	1450	to CLS	350	d, £500
to AMG CLS 63 S						

S-Class - 5116-5453x1899mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.1 auto S 300 h AMG Line L	C	61.4	7.6	120	50	£73375
3.0 auto S 350 d SE Line L	F	51.4	6.8	146	49	£67995
3.0 auto S 350 d AMG Line	G	51.4	6.8	151	50	£68990
3.5 auto S 400 h SE Line L	F	44.8	6.8	147	49	£72020
3.0 aut S 500 e AMG Line L	Α	100.9	5.2	65	49	£89290
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£89790
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50 t	£14273!
5.0 V12 auto S 600 Maybach L	M	24.1	5.0	274	50 i	£165710
5.5 V8TT auto AMG S 63	L	28.0	4.4	237	50	£121690
6.0 V12TT auto AMG S 65	M	23.7	4.3	279	50 t	£182750
Long wheelbase: add £3000 to S	350	d AM	3 Line	, AN	IG Li	ine L:
add C200E to C 400 h CE Line I						

Citan - 4321-4705x1829mm, EURO-NCAP☆☆☆ DRIVER POWER POS: N/A

1.5 108 CDI Traveliner Long	C	65.7	N/A	112	7	£19948
1.5 109 CDI Traveliner Long	C	65.7	N/A	112	9	£20284
1.5 111 CDI Traveliner Long						£22102
1.2 112 Traveliner						£19666
Extra-Long 7seats: add £2088 to	109	CDI, £	17881	to 11	1 CE)l

V-Class - 4895-5370x1928mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.1 auto V220 BlueTEC SE						£41845
2.1 auto V250 BlueTEC SE	н	44.8	9.1	166	33	£43520
2.1 auto V220 BlueTEC Sport	G	45.6	11.8	163	33	£44340
2.1 auto V250 BlueTEC Sport	Н	44.8	9.1	166	37	£46015
Extra Long: add £1535						

GLA-Class - 4417x1804mm, EURO-NCAP

2.1 GLA 200 CDI Sport	c	62.8	10.0	119	25	£26265
2.1 auto GLA 220 CDI 4MATIC Spt						
2.0T auto GLA 250 4MATIC Sport	G	42.8	7.1	154	33	£30330
2.0T auto GLA 45 AMG						£44600
Auto: add £1450 to GLA 200 CDI,	4M.	ATIC:	add £	1630	to 0	LA 200

2.1 auto GLC 220 d 4MATIC SE	D	56.0	8.3	129 N/A £3	495
2.1 auto GLC 250 d 4MATIC SE	D	56.0	7.6	129 N/A £3	610
Sport: add £2495, AMG Line: add	1 £30	ıqη			

GLE-Class - 4819x1935mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.1 auto GLE 250 d 4MATIC Sport G					
3.0 auto GLE 350 d 4MT AMG Line					
3.0 auto GLE 500 e 4MT AMG Line A	76.4	5.3	84	49	£56280
5.5 V8TT aut 4MAT AMG GLE 63 S M	23.9	4.2	276	50	£94405
AMG Line: add £2400 to Sport, desig	no Lir	e: ad	d £92	95 t	o AMG
11 (+ 2FO -I)					

3.0 aut GLE 350 CDI 4MT AMG Li					
3.0 auto GLE 450 4MAT AMG Line K	31.7	5.7	209	47	£62800
5.5 V8TT auto 4MT AMG GLE 63 S	1 23.7	4.2	278	50	£96555
designo Line: add £9295 to AMG Lin	e				

GL-Class - 5141x1982mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 aut GL 350 B'TC 4MT AMG Spt I	35.3	7.9	209	49	£61655
5.5 V8TT aut 4MATIC GL 63 AMG	VI 23.0	4.9	288	50	£94735

G-Class - 4763x1855mm, EURO-NCAP N/A DRIVER POWER POS: N/A

.0 auto G 350 d 4MATIC	M 25.2	9.1	295	50	£87795
5 VRTT auto AMG G 63 4MATIC	M 20 5	54	322	50	£131675

	Eco band	MPG	曲	ë	roup	ist price
	8		9-0		Insurance group	rist
C-Class Coupe - 4696-4750> DRIVER POWER POS: N/A	(1810-187	77mm	EUR	O-NC	ΈAΡ	N/A
		77mm,				N/A £309
DRIVER POWER POS: N/A			7.7	123	N/A	
DRIVER POWER POS: N/A 2.0 C 200 Sport	D	53.3	7.7	123 146	N/A N/A	£309
DRIVER POWER POS: N/A 2.0 C 200 Sport 2.0 auto C 300 Sport	D F	53.3 44.8	7.7 6.0 7.8	123 146 106	N/A N/A N/A	£309 £354
DRIVER POWER POS: N/A 2.0 C 200 Sport 2.0 auto C 300 Sport 2.1 C 220 d Sport	D F B	53.3 44.8 68.9	7.7 6.0 7.8 6.7	123 146 106 109	N/A N/A N/A N/A	£309 £354 £334
DRIVER POWER POS: N/A 2.0 C 200 Sport 2.0 auto C 300 Sport 2.1 C 220 d Sport 2.1 C 250 d Sport	D F B J J	53.3 44.8 68.9 67.3 32.8 32.8	7.7 6.0 7.8 6.7 4.0 3.9	123 146 106 109 200	N/A N/A N/A N/A N/A	£309 £354 £334 £361

-Class Coupe - 4698x1786mm, E	UR	O-NC	AP N	Ά		
DRIVER POWER POS: 61st						
2.1 auto E 200 AMG Line	Ē	47.1	7.8	140	41	
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	

2.1 auto E 200 AMG Line	4/.1	7.8	140 41	£3863
2.1 auto E 220 BlueTEC AMG Line	57.7	8.3	129 40	£39310
3.0 auto E 250 CDI AMG Line	57.7	7.3	129 44	£40930
2.0 auto E 350 BlueTEC AMG Line	54.3	6.2	136 47	£42625
3.0 auto E 400 AMG Line	40.9	5.2	161 46	£46425
E-Class Cabriolet: add £3370-£3500				

S-Class Coupe - 4698x1786mm, EURO-NO	AP N/A
DRIVER POWER POS: N/A	

4.6 auto S 500 AMG Line	K	49.6	4.6	219	50	£96195
5.5 V8TT auto AMG S 63	L	47.1	4.2	237	50	£12560
6.0 V12TT auto AMG S 65	M	37.2	4.1	279	50	£18307

SLK-Class - 4134x1810mm, EURO-NCAP N/A	۹.
DRIVER POWER POS: N/A	

2.0 SLK 200 AMG Sport						£34715
2.1 auto SLK 250 d	C	70.6	6.6	114	45	£33020
2.1 auto SLK 250 d AMG Sport						£37020
5.5 V8 AMG SLK 55	J	33.6	4.6	195	50	£55350
Auto: add £1505 to SLK 200						
3.5 auto SLK 300 AMG Sport 5.5 V8 AMG SLK 55	Е	47.1	5.8	138	45	£37020 £38545 £55350

SL-Class - 4617x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6TT auto SL 400 AMG Sport	ï	36.7	5.2	179	50	£73575
4.7 auto SL 500 AMG Sport	K	31.0	4.6	212	50	£83130
5.5 V8TT auto AMG SL 63						£114185
6.0 V12TT auto AMG SL 65						£173360
Mille Miglia 417 Ed: add £11760 to	o SL	400,	add £	1220	5 to	SL 500

AMG GT - 4546x1939mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.0 V8TT (462) DCT AMG GT	K	30.4	4.0	216	50	£97200
4.0 VSTT (510) DCT AMG GT S	K	30.1	3.8	219	50	£110500

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46 Warranty: 3 years/60000 miles

MG3 - 4018x1729mm, EURO-NCAP ☆☆☆ DRIVER POWER POS: 10th

1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	Е	48.7	10.4	136	4	£9999

MG6 - 4651x1827mm, EURO-NCAP N/A DRIVER POWER POS: 28th

1.9 DTi-TECH S 5dr	C	61.4	8.4	119	17	£13995
1.9 DTi-TECH TS 5dr	C	61.4	8.4	119	17	£16195
1.9 DTi-TECH TL 5dr	C	61.4	8.4	119	17	£17995

MINI - 3821-3850x1727mm, EURO-NCAP 会会会 DRIVER POWER POS: 9th

1.2T One	В	61.4	9.9	108	20	£13750
1.2 One D	Α	83.1	11.0	89	20	£14890
1.5T Cooper	В	52.0	7.9	105	20	£15300
1.5 Cooper D	Α	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	В	68.9	7.4	106	23	£19450
2.0T John Cooper Works	G	42.2	6.3	155	29	£23050
Auto: add £1270 to One, Coope	er, Coo	per D	, add	£150	0tc	Cooper
S, add £1330 to JCW, 5dr: add £	600 (r	ot Or	ne/On	e D/J	CW)	

Clubman - 4253x1800mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.5T Cooper	C	55.4	9.1	118 N/A	£19995
2.0T Cooper S	F	45.6	7.2	144 N/A	£22755
2.0 Cooper D	В	68.9	8.6	109 N/A	£22265

Convertible (NEW) - 3821-3850x1727mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.5T Cooper	C	55.4	8.8	114 N/A	£18475
2.0 Cooper D	Α	70.6	10.3	100 N/A	£20225
2.0T Cooper S	E	47.1	7.3	139 N/A	£22430

Paceman - 4110x1789mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 Cooper	Е	47.1	10.4	140	16	£18980	
1.6 Cooper D						£20210	
1.6T Cooper S	F	46.3	7.5	143	30	£22350	
2.0 Cooper SD	D	61.4	9.2	122	20	£23070	
1.6T ALL4 John Cooper Works							
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add							
£1190 to Cooper D, £1255 to Coo	per	S or £	1220	to Co	ope	r SD	

Countryman - 4097x1789mm, EURO-NCAP 会会会会 DRIVER POWER POS: 113th

1.6 Cooper						£1851
1.6 Cooper D	C	64.0	10.9	115	16	£1974
1.6T Cooper S	F	46.0	7.6	143	30	£2189
1.6 One	E	47.0	11.9	139	12	£1699
1.6 One D	C	64.0	12.9	115	13	£1799

MPG 0-60mph CO₂ ince group List price

2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	н	38.2	7.0	172	33	£28870
Auto: add £1195 to Cooper ALL4,	ALI	L4: ad	d £10	190 to	Coc	per D,
£1255 to Cooper S or £1220 to Co	ope	r SD				

coupe.	3/20/100	osinin, Lore	٠
DRIVER	POWER	POS: 145th	

1.6 Cooper						£1684
1.6T Cooper S	E	49.0	6.9	136	30	£1999
1.6T John Cooper Works						£2401
2.0 Cooper SD	C	66.0	7.9	114	22	£2071
Auto: add £1085 to Cooper, add	£114	15 to C	ооре	r S/SD	•	

1.6 Cooper	D 52.	9.0	127	17	£18260
1.6T Cooper S	E 49.	0 6.9	136	30	£21145
1.6T John Cooper Works	G 40.	0 6.4	165	36	£24995
2.0 Cooper SD	C 66.	7.9	114	22	£21860
Auto: add £109E to Cooper ad	4 £114E+c	Coon	or C/CF	`	

ww.mitsubishi.co.uk /Brochure: 01285 647774 / Dealers: 113

Mirage - 3710x1665mm, EURO-NCA	PARAR
DRIVER POWER POS: N/A	

1.0 Mivec 1	Α	67.3	13.6	96	15	£9054
1.2 Mivec 2	Α	68.9	11.7	96	18	£11054
1.2 Mivec 3	Α	65.7	11.7	100	18	£12054
1.2 Mivec auto 3	Α	68.9	12.8	95	18	£13054

ASX - 4295x1770mm, EURO-NCAP ★★★★ DRIVER POWER POS: 95th

1.6 Mivec ZC	E	48.7	11.5	135	15	£15434
1.6 Mivec ZC-M	E	47.9	11.5	136	15	£17684
1.6 DI-D ZC-M	C	61.4	11.2	119	18	£19554
1.6 DI-D 4WD ZC-H	E	56.5	11.2	132	18	£23684
2.2 DI-D auto 4WD ZC-H	G	48.7	10.8	152	23	£25134

Outlander - 4655x1800mm, EURO-NCAP DRIVER POWER POS: 66th

2.2 DI-D GX2	E	53.3	10.2	138	22	£23984
2.2 DI-D GX3	E	52.3	10.2	140	23	£26784
2.2 DI-D GX4	E	52.3	10.2	140	24	£30684
2.2 DI-D auto GX4s	G	48.7	11.7	153	22	£34234
2.0 Hybrid auto GX3h PHEV	Α	148.	011.0	44	26	£28304
2.0 Hybrid auto GX4h PHEV	Α	148.	011.0	44	27	£32954
2.0 Hybrid auto GX4hs PHEV	A	148.	011.0	44	24	£35054
Auto: add £1700 to GX3, add £1	450 t	o GX	1, GX5	h/G>	(5hs	: add
f5000 to GX4h/GX4hs						

L200 - 5205x1785mm, EURO-NCAP 会会会 DRIVER POWER POS: N/A

2.5 DI-D 4Life Double Cab	н	44.1	12.2	169	12	£23698
2.5 DI-D Titan Double Cab	н	42.8	10.4	173	13	£24898
2.5 DI-D Warrior Double Cab	н	42.8	10.4	173	13	£27658
2.5 DI-D Barbarian Double Cab	Н	42.8	10.4	173	13	£28558
Auto: add £1400 to Warrior/Barba	aria	n, Bla	ck: add	1£70	0 to	

Shogun - 4385-4900x1875mm, EURO-NCAP N/A DRIVER POWER POS: 81st

3.2 DI-DC SWB SG2	K	36.2	9.7	207	32	£2714
3.2 DI-DC SWB Warrior	K	36.2	9.7	207	30	£30314
3.2 DI-DC LWB SG2	K	34.9	10.5	213	32	£29544
3.2 DI-DC auto LWB SG3	K	33.2	11.1	224	34	£34744
Auto: add £1685 to SG2/Warrior/	Bark	oarian	, Bark	ariar	n: ac	ld £2630
to Warrior, SG4: add £3000 to SG	3					

MORGAN

3 Wheeler - 3225x1720mm, EURO-NCAP N/A DRIVER POWER POS: N/A

N/A 4.5 N/A N/A £25950

Roadster - 4010x1630-1751mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 4/4	F	44 1	8.0	143	Ν/Δ	£33075
2.0 Plus 4						£36285
3.7 Roadster	L	28.8	5.5	230	N/A	£45900
4.8 Plus 8	M	23.0	4.5	282	N/A	£85200
A Spator: add £4020 to 2 0 Plus A	or f	100+	A 2 7	Poad	ctor	

www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225 Warranty: 3 years/60000 miles

1.2 (80) Visia	C	56.5	13.7	115	5	£9640
1.2 (80) Acenta						£11615
1.2 (80) Tekna	C	56.5	13.7	115	5	£13015
1.2 DIG-S (98) Visia	Α	65.7	11.3	99	8	£11390
1.2 DIG-S (98) Acenta	Α	65.7	11.3	99	9	£12715
1.2 DIG-S (98) Tekna	Α	65.7	11.3	99	8	£14115
Auto: add £1000 to 1.2 Acenta	√isia,	£1500	to DI	G-S T	ekn	a, n-tec:
add £785 to Acenta						

Note - 4100x1690mm, EURO-NCAP

DRIVER	POWER	POS:	143rd	

1.2 (80) Visia	В	60.1	13.7	109	6	£12130
1.5 dCi (90) Visia	Α	78.5	11.9	95	8	£14130

Prod Co	TCO Dalla	MPG	0-60mph	C)	Insurance group	List price
	В	60.1	13.7	109	6	£1352

1.2 (80) Acenta						£13525
1.2 DIG-S (98) Acenta						£14625
1.5 dCi (90) Acenta	Α	78.5	11.9	95	8	£15525
1.2 DIG-S (98) Tekna						£16470
1.5 dCi (90) Tekna	Α	78.5	11.9	95	9	£17370
Auto: add £1000 to DIG-S, Acenta		emiun	า: add	£900	to.	Acenta,
n-tec: add £900 to Acenta Premiu	m					

DRIVER POWER POS: N/A			~~			
.6 Visia	E	56.5	12.0	138	8	£13620

1.5 dCi (110) Visia	В	70.6	11.2	104	11	£15520
1.2 DiG-T (115) Acenta	D	50.4	10.8	129	11	£15320
1.6 Xtronic Acenta	F	44.8	11.5	145	10	£16320
1.5 dCi (110) Acenta	В	70.6	11.2	104	12	£16715
1.6 DiG-T (190) Acenta Premium	G	40.9	8.2	159	19	£18150
1.6 DiG-T (190) 4WD Xtrn Acn Prm	н	38.2	8.4	169	19	£20350
1.2 DiG-T (115) Tekna	D	50.4	10.8	129	11	£17770
1.6 Xtronic Tekna	F	44.8	11.5	145	10	£18770
1.5 dCi (110) Tekna	В	70.6	11.2	104	12	£19165
1.6 DiG-T (190) Tekna	G	40.9	8.2	159	20	£19200
1.6 DiG-T (190) 4WD Xtron Tekna	н	38.2	8.4	169	19	£21400
1.6 DiG-T (218) Nismo RS	G	39.2	7.0	165	22	£21650
1.6 DiG-T (218) 4WD Xtron Nismo	н	38.2	8.0	169	20	£23750
Auto: add £1000 to 1.6 (117), Acent	a Pı	remiu	m: add	d£11	00 to	Acenta

Leaf - 4445x1770mm, EURO-NCAP ★☆☆☆ DRIVER POWER POS: 8th

109PS Visia	А	N/A	11.9	0	23	£2149
109PS Acenta	Α	N/A	11.9	0	23	£2349
109PS Tekna	Α	N/A	11.9	0	24	£2549
Leaf Flex: take off £5000,						

Pulsar - 4387x1768 EURO-NCAP ☆☆☆☆ DRIVER POWER POS: N/A

1.2 DiG-T (115) Visia	c	55.4	10.8	118	12	£15995
1.5 dCi (110) Visia	Α	78.5	11.5	94	13	£17595
1.2 DiG-T (115) Acenta	C	55.4	10.8	118	10	£17645
1.5 dCi (110) Acenta	Α	78.5	11.5	94	11	£19245
1.6 DiG-T (190) Acenta	E	47.1	7.7	138	17	£19775
1.2 DiG-T (115) n-tec	C	55.4	10.8	118	10	£18995
1.5 dCi (110) n-tec	Α	78.5	11.5	94	12	£20595
1.6 DiG-T (190) n-tec	E	47.1	7.7	138	17	£21125
1.2 DiG-T (115) Tekna	C	55.4	10.8	118	10	£20345
1.5 dCi (110) Tekna	Α	78.5	11.5	94	12	£21945
1.6 DiG-T (190) Tekna	E	47.1	7.5	138	18	£22475
Auto: add £1350 to DiG-T						

1.2 DIG-T (115) Visia	D	50.4	11.3	129	17	£18265
1.5 dCi (110) Visia	Α	74.3	12.4	99	17	£20015
1.2 DIG-T (115) Acenta	D	50.4	11.3	129	17	£19850
1.5 dCi (110) Acenta	Α	74.3	12.4	99	17	£21600
1.2 DIG-T (115) n-tec	D	50.4	11.3	129	17	£21700
1.5 dCi (110) n-tec						£23450
1.2 DIG-T (115) Tekna						£23800
1.5 dCi (110) Tekna	Α	74.3	12.4	99	15	£25550
1.6 dCi (130) n-tec						£24700
1.6 dCi (130) Tekna	C	64.2	10.5	115	19	£26800
1.6 dCi (130) n-tec 4WD	D	57.6	10.9	129	19	£26400
1.6 dCi (130) Tekna 4WD	D	57.6	10.9	129	19	£28500
1.6 DIG-T (163) n-tec	E	48.7	9.1	138	16	£23200
1.6 DIG-T (163) Tekna	E	48.7	9.1	138	17	£25300
Auto: add £1350 to 1.2 DiG-T 1.6	dCi	n-toc	· add	£550	tor	-toc

X-Trail - 4643x1820mm, EURO-NCAP

1.6 DiG-T (163) Visia	F	45.6	9.7	145	19	£219
1.6 DiG-T (163) Acenta						£2379
1.6 DiG-T (163) n-tec	F	45.6	9.7	145	20	£2644
1.6 DiG-T (163) Tekna	F	45.6	9.7	145	20	£2844
1.6 dCi (130) Visia	D	57.6	10.5	129	19	£234
1.6 dCi (130) Acenta	D	57.6	10.5	129	19	£252
1.6 dCi (130) n-tec	D	57.6	10.5	129	20	£280

D 57.6 10.5 129 20 £28035 1.6 dCi (130) Tekna D 57.6 10.5 129 20 £30035 Auto: add £1350 (not Visia), 4WD: add £1700 to 1.6 dCi (not Visia), seven seats: add £700 (not DIG-T Visia)

Navara - 5296x1848mm, EURO-NCAP N/A

DINVERTIONER TOS. IVA						
2.5 dCi (144) Visia	K	34.5	13.1	215	10	£21995
2.5 dCi (190) Acenta						£22495
2.5 dCi (190) Tekna	K	33.6	11.1	222	9	£27095
3.0 V6 dCi (231) auto Outlaw	L	29.7	10.7	250	11	£37140
Auto: add £1755 to Tekna						

370Z - 4250x1845mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
3.7 V6 370Z	L.	27.0	5.3	248	46
2 7 VC 2707 CT		27.0	E 2	240	110

L 27.0 5.3 248 46 £27015 L 27.0 5.3 248 46 £32015 L 27.0 5.2 248 46 £37015 3.7 V6 370Z G1 3.7 V6 370Z Nismo Auto: add £1450 to GT

GT-R - 4670x1895mm, EURO-NCAP N/A DRIVER POWER POS: N/A

M 23.9 3.0 275 50 £78020 M 23.9 3.0 275 50 £125000

PEUGEOT www.peugeot.co.uk / Brochure: 0845 200 1234 / Dealers: 300 Warranty: 3 years/60000 miles

iOn - 3474x1475mm, EURO-NCAP ★★★★
DRIVER POWER POS: N/A A N/A 15.9 0 28 £26216

108 - 3475x16	15mm, EURO-NCAP ☆☆☆☆
DRIVER POW	IFR POS: 18th

1.0 (68) Access	Α	68.9	14.3	95	6	£8245
1.0 (68) Active	Α	68.9	14.3	95	6	£9495
1.0 (68) Active Stop & Start	Α	74.3	14.6	88	6	£9745
1.2 VTi (82) PureTech Allure	Α	65.7	11.0	99	11	£10995

208 - 3962x1739mm, EURO-NCAP ☆☆☆☆☆ DRIVER POWER POS: 73rd

1.0 PureTech (68) Access A/C 3dr	В	64.2	14.0	102	7	£11
1.0 PureTech (68) Active 3dr	В	64.2	14.0	102	7	£12
1.2 PureTech (82) Active 3dr			12.2			
1.2 PureTech (82) Allure 3dr	В	62.8	12.2	104	10	£14
1.2 PureTech (110) Allure 3dr	В	62.8	9.6	103	15	£15
1.2 PureTech (110) GT Line 3dr	В	62.8	9.6	103	15	£16
1.6 BlueHDi (75) Access A/C 3dr	Α	80.7	13.3	90	15	£13
1.6 BlueHDi (75) Active 3dr	Α	80.7	13.3	90	15	£14
1 6 BlueHDi (75) S&S Active 3dr	А	94.2	13.3	79	15	£14

 1.2 VTi (82) PureTech Feline
 A
 65.7
 11.0
 99
 11
 £11845

 1.2 VTi (82) Roland Garros Top!
 A
 65.7
 11.0
 99
 12
 £12495

 Auto: add £250 to Active S/S 5dr, 5dr: add £400 to 3dr Active and

Eco band
MPG
0-60mph
CO₂
nce group
List price

1.6 BluehDI (75) S&S Active 3d7 A 90.7 13.3 90 15 114845 1.6 BluehDI (75) S&S Active 3d7 A 94.2 133.3 90 15 114845 1.6 BluehDI (75) Allors 3dr A 94.2 133.3 90 15 114845 1.6 BluehDI (75) Allors 3dr A 83.1 10.7 87 20 115445 1.6 BluehDI (100) S&S Allure 3dr A 83.1 10.7 87 20 115445 1.6 BluehDI (100) S&S C T Line 3dr A 83.1 10.7 87 20 115445 1.6 BluehDI (100) S&S CT Line 3dr A 78.5 9 4 9 23 117645 1.6 BluehDI (100) S&S CT Line 3dr A 78.5 9 4 9 23 117645 1.6 THP (208) GTI 3dr D 52.3 6.5 125 32 121995 1.6 THP (208) GTI 3dr D 52.3 6.5 125 32 121995 Auto: add £825 to 1.2 Pure Tech (82) Active and Allure, add £1000 to 1.2 Pure Tech (110) Allure and GT Line. 5dr: add £600 (not GTI), Stop&Start: add £200 to 1.6 BlueHDI (75) (not Access), Allure: add £1400 to Active (not 1.4 HDI), GTI Prestige: add £850 to GTI

308 - 4253x1804mm, EURO-NCAP ★★★★ DRIVER POWER POS: 17th

1.2 PureTech (82) Access	c	55.4	13.3	117	9	£1489
1.6 HDi (92) Access	Α	78.5	11.3	93	15	£1684
1.2 PureTech (110) Sportium	В	61.4	11.1	105	14	£1734
1.2 PureTech (130) Sportium	В	61.4	9.6	107	14	£1809
1.2 PureTech (110) Active	В	61.4	11.1	105	14	£1784
1.2 PureTech (130) Active	В	61.4	9.7	107	14	£1859
1.6 HDi (92) Active	Α	78.5	11.3	93	15	£1854
1.6 HDi (115) Active	Α	76.3	10.2	95	18	£1934
1.6 BlueHDi (120) Active	Α	91.1	9.7	82	22	£1974
2.0 BlueHDi (150) Allure	В	70.6	8.9	105	24	£2184
1.2 PureTech (130) GT Line	В	58.9	10.3	110	16	£2134
1.6 HDi (115) GT Line	Α	74.3	10.9	100	19	£2209
2.0 BlueHDi (150) GT Line	В	70.6	8.9	105	26	£2339
1.6 THP (205) GT	D	50.4	7.5	130	26	£2399
2.0 BlueHDi (180) auto GT	В	70.6	8.4	103	29	£2584
1.6 THP (250) GTi by Peugeot Spt	Ε	47.1	6.2	139	N/A	£2655
1.6 THP (270) GTi by Peugeot Spt	Е	47.1	6.0			£2815
Auto: add £1000 to 1.2 PureTech (130), 2.0	Bluel	IDi (1	50),	308

SW: add £1100, Allure: add £1200 to Active 508 - 4830x1853mm, EURO-NCAP 会会会会 DRIVER POWER POS: 104th

1.6 e-HDi (115) Active Nav	c	67.3	12.4	111	24	£2204
2.0 HDi (140) Active Nav	C	61.4	10.8	119	27	£2244
2.0 BlueHDi (150) Allure Nav	В	67.3	9.8	109	30	£2639
2.0 HDi (163) auto Allure Nav	Е	52.3	10.1	140	30	£2719
2.2 HDi (200) auto GT	Е	53.3	8.8	140	37	£3064
2.0 HDi (200) auto HYbrid4 Allure	Α	80.7	9.3	91	36	£3260
2.0 BlueHDi (180) RXH SW	C	61.4	9.7	119	32	£3029
2.0 HDi (200) HYbrid4 RXH SW	В	70.6	9.5	104	37	£3464
Auto: add £500 to 1.6 e-HDi, 508 S	W:	add f	1200	£140	00 (n	ot
HYbrid4), Allure Nav: add £2850 t	οA	ctive	Nav			

Bipper Tepee - 3864x1816mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.3 HDi (75) S/S Style	c	62.8	16.8	119	2	£13745
1.3 HDi (75) S/S S	C	62.8	16.8	119	2	£12995

Partner Tepee - 4380x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 HDi (115) Outdoor	E	53.3	12.1	139	9	£1810
1.6 HDi (92) Outdoor	E	54.3	14.3	135	6	£1735
1.6 HDi (92) S						£1513
1.6 HDi (75) S						£1468
1.6 VTi (120) S	G	38.7	13.4	164	5	£1464
1.6 VTi (98) Urban	G	42.2	14.7	155	2	£1328
A. day add C000 to 1 C LID: (02) C						

3008 - 4365x1837mm, EURO-NCAP ★★★★ DRIVER POWER POS: 105th

1.6 VTi (120) Access	G	42.1	11.8	155	15	£17250		
1.6 HDi (115) Access	D	58.9	13.6	125	15	£19045		
1.6 VTi (120) Active						£18950		
1.6 THP (156) Allure	G	40.9	8.9	159	20	£21750		
1.6 HDi (115) Active	D	58.9	13.6	125	15	£20495		
2.0 HDi (150) Active	E	53.2	9.7	139	20	£21600		
2.0 HDi (200) HYbrid4 Active	Α	83.1	8.5	88	26	£27245		
2.0 HDi (200) HYbrid4 Allure						£28245		
Auto: add £850 to 1.6 HDi, £1200 to 2.0 HDi Allure, Allure: add								

1.6 VTi (120) Access						£1905
1.6 HDi (115) Access	D	56.4	12.9	128	14	£2074
1.6 VTi (120) Active						£2080
1.6 THP (156) Allure						£2345
1.6 HDi (115) Active	Ε	56.4	12.9	132	14	£2244
2.0 HDi (150) Active						£2345
Auto: add £850 to 1.6 HDi, £1205	to 2	2.0 HD	i, Allı	ıre: a	dd f	1750 to
Active (not 1.6 VTi)						

2008 - 4159x1739-1829mm, EURO-NCAP (本文文文) DRIVER POWER POS: 33rd

1.4 HDi (70) Access+	В	70.6	14.9	104	10	£1429
1.2 VTi (82) Active	c	57.6	13.5	114	11	£1409
1.6 VTi (120) Active						£1505
1.4 HDi (70) Active	В	70.6	14.9	104	10	£1539
1.6 e-HDi (92) EGC Active	Α	74.3	13.3	98	17	£1664
1.2 VTi (82) Allure						£1529
1.6 VTi (120) Allure	Е	47.9	9.5	135	20	£1645
1.6 e-HDi (92) EGC Allure						£1784
1.6 e-HDi (115) EGC Allure						£1804
1.6 VTi (120) Feline Calima Amb	Е	47.9	9.5	135	19	£1785
1.6 e-HDi (92) Feline Calima Amb	В	70.6	12.8	103	17	£1884
1 6 e-HDi (115) Feline Calima Amb	R	70.6	10.4	106	20	£1944

C 57.6 13.5 114 10 £12995

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Seven seats. Because style should never be cramped.



The all-new Audi Q7 S line quattro from £625 per month.* Includes:

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audi.co.uk/offers

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Auto: add £600 to 1.6 e-HDi Active and Allure, £800 to 1.6 VTi Allure, Feline Mistral Ambience: add £200 to Calima Ambience

RCZ - 4290x1845mm, EURO-NCAP N/A DRIVER POWER POS: 74th

.6 THP (156) Sport						£22350
.6 THP (200) GT	G	42.1	7.6	155	33	£27150
						£24200
						£32250
uto: add £1140 to 1.6 THP (156),	GT:	add f	2400	to Sp	ort,	GT
no: add £2E0+o 1 £ TUD (200) CT						

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36 Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£67474
3.0 V6 Tipt Panamera S E-Hybrid	Α	91.1	5.5	71	50	£84401
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera 4S	Κ	31.7	4.8	208	50	£86080
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391
4.8 V8TT PDK Panamera Turbo	L	27.7	4.1	239	50	£108006
4.8 V8TT PDK Panamera Turbo S	L	27.7	4.1	239	50	£131152

Macan - 4681x1923mm, EURO-NCAP 会会会会会 DRIVER POWER POS: N/A

2.0T PDK Macan	H	39.2	6.9	168	35	£41578
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44650
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£44636
3.0 V6 PDK Macan GTS	K	31.4	5.2	212	N/A	£55188
3.6 V6T PDK Macan Turbo	K	31.7	4.8	208	44	£60994

Cayenne - 4855x1939-1954mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.6 V6 Tiptronic Cayenne	Κ	30.7	7.7	215	44	£49576
3.0 V6 Tiptronic Cayenne Diesel						£50441
3.0 V6 Tipt Cayenne S E-Hybrid						£62099
4.2 V8 Tiptronic Cayenne S Diesel	Κ	35.3	5.4	209	50	£62099
4.8 V8 Tiptronic Cayenne S	Κ	29.7	5.5	223	48	£60845
3.6 V6 Tiptronic Cayenne GTS						
4.8 V8TT Tiptronic Cayenne Turbo						
4.8 V8TT T'tronic Cayenne Turbo 9	M	24.6	4.1	267	50:	£118455

Boxster - 4374-4414x1801mm, EURO-NCAP N// DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£39553
3.4 Boxster S	K	32.1	5.1	206	43	£47858
3.4 Boxster GTS	K	31.4	5.0	211	44	£53872
3.4 Boxster Spyder	L	28.5	4.5	230	46	£60459
PDK: add £1782 (add £2201 to GT	S. n	ot Spy	/der)			

Cayman - 4380-4438x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£55397
3.4 Cayman GT4				238	48	£64451
PDK: add £1782 (add £2351	to GTS n	ot GT	4)			

3.0TT Carrera	J	34.0	4.6	190 N/A £76412
3.0TT Carrera S	J	32.5	4.3	199 N/A £85857
3.8 Carrera GTS	K	29.7	4.4	223 47 £91098
3.0TT Carrera Cabriolet	J	33.2	4.8	195 N/A £85253
3.0TT Carrera S Cabriolet	K	32.1	4.7	202 N/A £94698
3.8 Carrera GTS Cabriolet	L	29.1	4.6	228 50 £99602
3.0TT Carrera 4	K	36.7	4.5	201 N/A £81398
3.0TT Carrera 4S	Κ	35.8	4.2	204 N/A £90843
3.8 Carrera 4 GTS	L	28.5	4.4	233 50 £95862
3.0TT Carrera 4 Cabriolet		35.8	4.7	206 N/A £90240
3.0TT Carrera 4S Cabriolet	K	35.3	4.4	208 N/A £99684
3.8 Carrera 4 GTS Cabriolet	L	28.2	4.6	235 50 £104385
3.0TT Targa 4		35.8	4.7	206 N/A £90240
3.0TT Targa 4S	K	35.3	4.4	208 N/A £99684
3.8 Targa 4 GTS	L	28.2	4.7	237 50 £105310
3.8 PDK Turbo	L	29.1	3.2	227 50 £120598
3.8 PDK Turbo S	L	29.1	3.1	227 50 £142120
3.8 PDK Turbo Cabriolet	L	28.5	3.3	231 50 £129223
3.8 PDK Turbo S Cabriolet	L	28.5	3.2	231 50 £150857
3.8 PDK Turbo S Exclusive GB Ed		29.1	3.1	227 50 £159054
3.8 PDK GT3		22.8	3.5	289 49 £100540
4.0 PDK GT3 RS	M	22.2	3.3	296 50 £131296
PDK: add £2238-£2947				

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153 Warranty: 4 years/100000 miles

Twizy - 2338x1234mm, EURO-NCAP N/A DRIVER POWER POS: N/A

17hp Urban	Α	N/A	N/A	0	10	£689
17hp Technic	Α	N/A	N/A	0	11	£759
Battery hire: £45-£67 per month						

Twingo - 3590x1640mm, EURO-NCAP 会会会 DRIVER POWER POS: N/A

1.0 SCe (70) Expression	В	62.8	12.0	105	2	£949
1.0 SCe (70) Play			12.0			£999
1.0 SCe (70) S&S Dynamique	Α	67.3	12.0	95	3	£1099
0.9T TCe (90) S&S Dynamique	Α	65.7	12.0	99	8	£1169
0.9T TCe (90) S&S Dynamique S	Α	65.7	10.8	99	8	£1254

Zoe - 4084x1730mm, EURO-NCAP

75hp Zoe Expression	Α	N/A	13.5	0	15	£139
75hp Zoe Dynamique Zen/Intens	Α	N/A	13.5	0	16	£151
75hp Zoe i-Expression	Α	N/A	13.5	0	15	£184
75hp Zoe i-Dynam Zen/Intens	Α	N/A	13.5	0	16	£200
Datter bine from COC manual att	1:	deceler.	مالغان د د الد	£1.	- 4 -	1-3

1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12675
0.9T TCe (90) Expression+	В	62.8	12.2	104	9	£13675

1.5 dCi (90) Expression+	Α	83.1	11.7	90	13	£14975
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
0.9T TCe (90) Dynamique Nav	В	62.8	12.2	104	9	£14675
1.5 dCi (90) Dynamique Nav	Α	83.1	11.7	90	13	£15975
0.9T TCe (90) Dynamique S Nav	В	62.8	12.2	105	10	£15675
1.5 dCi (90) Dynamique S Nav	Α	83.1	11.9	93	13	£16975
1.2 TCe (120) EDC GT Line	C	54.3	9.9	120	14	£17725
1.6T (200) EDC Renaultsport	Е	47.9	6.7	133	29	£19130
1.6T (200) EDC Renaultsport Lux	Е	47.9	6.7	133	29	£20280
1.6T (220) EDC R'sport Trophy		47.9				£21780
Auto: add £1300 to dCi Dynamiqu	Je/E	ynan	nique	S, EC	0: a	dd £250
4- 4 F 4C: 4 000 TC-						

Megane - 4295x1808mm, EURO-NCAP 会会会 DRIVER POWER POS: 94th

to 1.5 dCi and 900 TCe

1.6 (110) Expression+	G	40.9	10.5	159	13	£1675
1.5 Energy dCi (110) Expression+	В	68.9	12.3	106	16	£1824
1.2 Energy TCe (115) Expression+						
1.6 (110) Limited	G	40.9	10.5	159	13	£1825
1.5 Energy dCi (110) Limited	В	68.9	12.3	106	16	£1974
1.6 (110) Dynamique Nav	G	40.9	10.5	159	17	£1775
1.2 Energy TCe (115) Dynam Nav	C	53.3	10.9	119	17	£1857
1.5 Energy dCi (110) Dynam Nav	В	68.9	12.3	106	15	£1924
1.6 Energy dCi (130) Dynam Nav	В	70.6	9.8	104	17	£1974
2.0 TCe GT 220	н	38.7	7.6	169	31	£2325
Auto: add £1000 to dCi (110) GT I	inc	Marc	24d £	1500	to	

Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupe - 4299x1808-1848mm, EURO-NCAP☆☆☆ DRIVER POWER POS: 94th

G	40.9	10.5	159	14	£18750
В	68.9	12.3	106	16	£21445
C	53.3	10.9	119	14	£19345
В	68.9	12.3	106	20	£20945
В	70.6	9.8	104	20	£21445
н	38.7	7.6	169	31	£24230
н	37.7	6.0	174	36	£23935
Н	37.7	6.0	174	36	£25935
н	37.7	5.8	174	39	£36430
Line	Nav:	add £	1500	to	
oup	e Cab	rio: a	dd £3	600	
	B C B H H H	B 68.9 C 53.3 B 68.9 B 70.6 H 38.7 H 37.7 H 37.7 H 37.7	B 68.9 12.3 G 40.9 10.5 C 53.3 10.9 B 68.9 12.3 B 70.6 9.8 H 38.7 7.6 H 37.7 6.0 H 37.7 5.8 Line Nav: add £	B 68.9 12.3 106 G 40.9 10.5 159 C 53.3 10.9 110.6 B 68.9 12.3 106 B 70.6 9.8 104 H 38.7 7.6 169 H 37.7 6.0 174 H 37.7 5.8 174 Line Nav. add £1500	G 40.9 10.5 159 15 C 53.3 10.9 119 14 B 68.9 12.3 106 20 B 70.6 9.8 104 20 H 38.7 7.6 169 31 H 37.7 6.0 174 36 H 37.7 6.0 174 36

Scenic - 4366x1845mm, EURO-NCAP 会会会会会 DRIVER POWER POS: 78th

1.2 TCe (115) XMOD Dynam Nav E	46.3	11.7	140	18	£20555
1.5 dCi (110) XMOD Dynamiq Nav B	68.9	12.5	105	19	£21395
1.6 dCi (130) XMOD Dynamiq Nav C	64.2	10.3	114	24	£22495
1.2 TCe (130) XMOD Dynam Nav F	44.1	11.4	145	20	£22405
1.2 TCe (115) S/S Dynamique Nav E					
1.2 TCe (130) S/S Dynamique Nav E					
1.5 dCi (110) S/S Dynamique Nav B	68.9	12.5	105	19	£21395
1.6 dCi (130) S/S Dynamique Nav C					
Auto: add £1100 to 1.5 dCi (110), Lim	ited: a	add £	500 to	1.2	TCe,
1.5/1.6 dCi (not XMOD)					

Grand Scenic - 4573x1845mm, EURO-NCAP 会会会会 DRIVER POWER POS: 78th

1.2 TCe (115) S/S Dynamique Nav						
1.2 TCe (130) S/S Dynamique Nav						
1.5 dCi (110) S/S Dynamique Nav	В	68.9	12.5	105	19	£22615
1.6 dCi (130) S/S Dynamique Nav						
Auto: add £1100 to 1.5 dCi (110), L	im	ited: a	idd £5	600 to	1.2	TCe,
1.5/1.6 dCi						

Captur - 4122x1778mm, EURO-NCAP 会会会会 DRIVER POWER POS: 44th

0.9T TCe (90) Expression+	C	56.5	13.0	115	9	£14295
1.5 dCi (90) Expression+	Α	76.4	13.1	95	11	£15995
0.9T TCe (90) Dynamique Nav						£15395
1.5 dCi (90) Dynamique Nav						£16995
1.2 TCe (120) EDC Dynamique Na	νD	52.3	10.9	125	14	£17695
1.5 dCi (110) Dynamique Nav	Α	76.4	11.0	98	16	£17695
Dynamique S Nav: add £1500 to I	Dyna	amiqu	ıe Nav	, Sigr	natu	re Nav:
add £2500 to Dynamique Nav						

Kadjar - 4449x1836mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.2 TCe (130) Expression+	D	50.4	10.1	126	16	£17995
1.5 dCi (110) Expression+	Α	74.3	11.9	99	14	£19895
1.2 TCe (130) Dynamique Nav	D	50.4	10.1	126	16	£19695
1.5 dCi (110) Dynamique Nav	Α	74.3	11.9	99	14	£21595
1.6 dCi (130) Dynamique Nav						£22795
Auto: add £1200 to dCi (110), Dy						
Dynamique Nav, Signature Nav:	add.	£2000	to Dy	/nam	ique	e Nav,
4WD: add £1500 to dCi (130)						

ROLLS-ROYCE

www.rolls-	roycen	noto	rcar	s.co	m /I	Brochu	re: 0124	3 384000
Dealers: 6								

Ghost - 5399x1948mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.6 V12 auto Ghost	M 20.8	4.7	327 N/A£1818
6.6 V12 auto Ghost Extended WB	M 20.6	4.8	329 N/A£2071

Wraith - 5281x1947mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.6 V12 auto Wraith	M 20.2	44	327 N/A f 1	92

Phantom - 5609-6090x1987-1990r	mm, EURO-N	CAP N/
DRIVED DOMED DOC. NA		

6.7 V12 auto Phantom	M 19.1	5.7	347 N/A£25965
6.7 V12 auto Phantom Coupe	M 19.1	5.6	347 N/A£28333
6.7 V12 auto Phantom DHC	M 19.1	5.6	347 N/A£29989
6.7 V12 auto Phantom FWB	M 18 9	5.8	349 N/A £30429

SEAT

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128 Warranty: 3 years/60000 miles

Mii - 3540x1641mm FURO-NCAP

DRIVER POWER POS: N/A						
1.0 12v (60) S 3dr	В	62.8	14.4	105	1	£8195
1.0 12v (60) S A/C 3dr	В	62.8	14.4	105	1	£8705
1.0 12v (60) Ecomotive 3dr	Α	68.9	14.4	96	1	£9530
1.0 12v (60) SE 3dr	В	62.8	14.4	105	1	£9630
1.0 12v (60) I-TECH 3dr	В	62.8	14.4	105	3	£9995
1.0 12v (75) Sport 3dr	В	60.1	13.2	108	2	£10380
1.0 12v (75) by MANGO 3dr			13.2	108	2	£10995
Auto: add £1130 to SE, 5dr: add	£350					

				1	
Eco band	MPG	0-60mph	S S	nsurance group	List price

Ibiza - 4031-4072x1693mm, EURO-NCAP 会会会会会 DRIVER POWER POS: 169th

1.2 12v (70) S A/C SC 3dr	D	52.3	13.9	125	5	£11410
1.2 TDI S A/C SC 3dr	В	72.4	13.9	102	7	£13305
1.2 TDI S Ecomotive SC 3dr	Α	80.7	13.9	92	7	£13830
1.4 16v SE SC 3dr	Е	47.9	11.8	139	9	£12545
1.4 16v Toca 3dr	Е	47.9	11.8	139	11	£12870
1.4 16v 30 Years 3dr	Е	47.9	11.8	139	12	£12870
1.2 TSI DSG SE SC 3dr	D	53.3	9.7	124		£14185
1.2 TDI SE Ecomotive SC 3dr	Α	80.7	13.9	92	7	£14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£14910
1.2 TSI I-TECH SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr						£15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr						£1708
1.4 TSI DSG Cupra SC 3dr						£18980
DSG: add £895 to 1.2 TSI FR, 5dr:	add	£500	to SC,	ST: a	dd £	1210,
FR Edition: add £600 to 1.4 TSI AC	TFF	1				

Toledo - 4482x1703mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S						£15295
1.2 TSI (105) I-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S						£17150
1.6 TDI (105) Ecomotive I-TECH			10.6	104	15	£18870
SE Nav: add £1200 to S (not 1.2 TS	1 (81	5))				

1.2 TSI S 5dr	C	57.6	9.9	114	12	£16115
1.6 TDI S 5dr	Α	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	9.9	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	Α	74.3	10.7	99	13	£18935
1.6 TDI (110) Ecomotive SE 5dr	Α	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	В	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	В	54.3	8.0	109	20	£20000
1.8 TSI FR 5dr	Ε	47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr	В	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra 5dr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	Ε	55.4	7.1	133	23	£28870
DSG: add £1250 to 1.2 TSI SE, 1.87	ΓSI F	R, 1.6	TDI S	E, 2.0	TDI	, SC 3dr:
£300 less than 5dr Leon ST: add £	R25					

Alhambra - 4854x1904mm, EURO-NCAP

2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420
DSG: add £1285. SE: add £1875 to	S. S	E Lux	: add	£531!	5 to	S

SKODA

Citigo - 3563x1641mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 31st

1.0 MPI (60) S 3dr	В	62.8	14.4	105	1	£827
1.0 MPI (60) SE 3dr	В	62.8	14.4	105	1	£913
1.0 MPI (60) Black 3dr	В	62.8	14.4	105	2	£999
1.0 MPI (60) Monte Carlo 3dr	В	62.8	14.4	105	1	£1067
1.0 MPI (75) SE L 3dr						£1046
ASG auto: add £305 to SE and SE				£350	,	
GreenTech: add £360 to (60) SE a	nd E	legan	ce			

Fabia - 3992x1732mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: N/A

1.0 MPI (60) S	В	60.1	15.7	106	2	£10600
1.0 MPI (75) S						£11460
1.2 TSI (110) DSG S	В	60.1	9.4	109	13	£13740
1.4 TDI (90) S						£14090
1.0 MPI (75) SE						£12760
1.2 TSI (90) SE	В	60.1	10.9	107	10	£13390
1.2 TSI (110) SE						£14040
1.4 TDI (90) SE	Α	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	Α	80.7	10.1	90	14	£16840
Auto: add £1000 to 1.2 TSI (110)						
to SE, Monte Carlo: add £1,035 to	o SE	L, Esta	ite: ac	ld £1	000	to
selected models						

Rapid - 4483x1706mm, EURO-NCAP

1.2 (90) S	В	60.1	11.3	107	13	£14400
1.2 (90) SE	В	60.1	11.3	107	13	£15375
1.2 TSI (110) SE	В	57.7	9.8	110	17	£16115
1.2 TSI (110) Sport	В	57.7	9.8	110	17	£16165
1.4 TSI (125) DSG SE	C	58.9	9.0	114	19	£17710
1.4 TDI (90) S	Α	78.5	11.7	94	14	£16280
1.6 TDI (115) S	В	67.3	10.0	109	17	£17160
1.4 TDI (90) SE	Α	78.5	11.7	94	14	£17255
1.6 TDI (115) SE	В	67.3	10.0	109	17	£18135
Rapid Spaceback: add £540, DSG	ado	£116	50 to 1	.4 TC	I, SE	EL: add

Octavia - 4659x1814mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 11th

1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	Α	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	Α	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	В	70.6	8.4	106	19	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	Α	74.3	10.6	99	14	£21350
2.0 TDI (150) SE L	В	70.6	8.4	106	20	£22235
1.8 TSI (180) Laurin & Klement	Е	47.9	7.3	135	25	£26465
2.0 TDI (150) Laurin & Klement	В	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine III	Α	80.7	10.6	90	15	£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24075
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23830
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout		56.5				£28200
DSG: add £1250 (£1390 to vRS), E:	state	e: add	£120	0, SE	Bus	iness:

Eco band MPG 0-60mph CO₂ ce group

same price as SE (1.6 TDI & 2.0 TDI engines only)

Superb - 4856-4861x1864mm, EURO-NCAP ☆☆☆☆☆ DRIVER POWER POS: N/A

1.4 TSI (125) S	D	52.3	9.9	125	14	£18640
1.6 TDI (120) S	В	68.9	10.9	108	12	£20040
1.4 TSI (150) SE	C	57.7	8.6	115	18	£21190
1.6 TDI (120) SE	В	68.9	10.9	108	13	£21590
2.0 TDI (150) SE	В	68.9	8.9	108	18	£22090
1.4 TSI (150) SE L Executive	C	57.7	8.6	116	19	£24220
2.0 TSI (220) DSG SE L Executive	F	45.6	7.0	143	24	£27020
2.0 TSI (280) 4x4 DSG SE L Exec	C	N/A	5.8			£31020
2.0 TDI (150) SE L Executive	В	68.9	8.9	109	19	£25120
2.0 TDI (190) SE L Executive	В	68.9	8.0	107	24	£27320
DSG: add £1400, Estate: add £120	0,4	x4: ad	ld £15	00 tc	2.0	TDI
(150) (not SE Business), 2.0 TDI (19	90) E	OSG, S	E Buis	ness:	san	ne as SE
diesels, Laurin & Klement; add £3	620	to SE	L Exe	c (not	t 1.4	TSI)

Yeti - 4223x1793mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 2nd

1.2 TSI (110) S	D	51.4	10.9	128	15	£1700
1.2 TSI (110) SE	D	51.4	10.9	128	15	£1855
2.0 TDI (110) S	C	62.8	11.6	118	14	£1830
2.0 TDI (110) SE	C	62.8	11.6	118	14	£1985
2.0 TDI (150) Monte Carlo 4x4	Е	55.4	9.1	134	21	£2437
1.4 TSI (150) Outdoor L&K 4x4	F	44.8	8.7	147	21	£2496
2.0 TDI (150) Outdoor SE 4x4	Е	55.4	9.1	134	20	£2269
2.0 TDI (150) Outdoor L&K 4x4	Е	55.4	9.1	134	21	£2618
DSG: add £1100 to 1.2 TSI, 2.0 TDI						
price as standard car, SE L: add £18	330 t	o SE,	SE Bus	iness	: sar	ne price
as SE (2.0 TDI (150) Outdoor only),	4x4	: add	£1730	to 2.	O TE	OI (110)
Outdoor S and Outdoor SE						

SMART

fortwo - 2695x1663mm, EURO-NCAP *** DRIVER POWER POS: N/A

1.0 (71) passion	Α	68.9	14.4	93	3	£11125
1.0 (71) prime	Α	68.9	14.4	93	3	£11820
1.0 (71) edition #1	Α	68.9	14.4	93	3	£13225
0.9T (90) passion	А	67.3	10.4	97	8	£11720
0.9T (90) prime	Α	67.3	10.4	97	8	£12415
0.9T (90) edition #1	Α	67.3	10.4	97	9	£13820
proxy: same price as prime						

forfour - 3495x1665mm, EURO-NCAP ☆☆☆ DRIVER POWER POS: N/A

1.0 (71) passion	Α 6	57.3	15.9	97	2	£11620
1.0 (71) prime	Α (67.3	15.9	97	2	£12315
1.0 (71) edition #1	Α 6	67.3	15.9	97	3	£13720

SSANGYONG www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68 Warranty: 5 years/unlimited miles

Turismo - 5130x1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 S	J	37.2	14.2	199	27	£17995
2.0 ES	J	37.2	14.2	199	27	£19995
2.0 EX auto 4WD	K	34.9	14.2	212	29	£23995
A .						

Tivoli - 4195x1795mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 SE	F	44.1	12.0	149	14	£12950
1.6D SE	C	65.7	12.0	113	N/A	£14200
1.6 EX	F	44.1	12.0	149	14	£14600
1.6D EX						£15850
1.6D auto ELX 4WD	D	47.9	N/A	123	N/A	£19500
Auto: add £1000 to EX and ELX	add:	£1400	to EX	, 4W	D: a	dd
£1250 to EX and ELX diesel mar	nual					

Korando - 4410x1830mm, EURO-NCAP N/A

DRIVER POWER POS. N/A						
2.0 SE 2WD	F	47.1	9.9	147	19	£14995
2.0 ELX4 4WD	G	45.6	9.9	157	19	£19995
Auto: add £1500 to ELX4_4WD:	hhe	£1500	to SF			

DRIVER POWER POS			.,,			
2.0 SX	, j	38.2	13.0	196	31	£21995
2.0 EX	J	38.2	13.0	196	32	£24495
Auto: add £1500 to EX	, ELX: add £35	00 to I	EX			

Korando Sports - 4990x1910mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
2.0 SX	J	37.7	N/A	199	5	£1799
2.0 EX	J	37.7	N/A	199	6	£20395
Auto: add £1500 to EX						

SUBARU

Impreza - 4415x1740mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6i RC	F	44.1	12.3	147	13	£1749
1.6i RC Lineartronic auto	E	46.3	12.6	140	13	£1899

Levorg Sport Tourer - 4690x1780mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 DiT GT Lineartronic auto G 39.8 8.9 164 N/A £27495

XV - 4450x1780mm, EURO-NCAP

2.0i SE	G	40.9	10.5	160	21	£21995
2.0D SE	F	50.4	9.3	146	26	£23995

Forester - 4595x1795mm, EURO-NCAP N/A DRIVER POWER POS: 32nd

2.0i XE	G	40.9	10.6	160	23	£25495
2.0 DIT auto XT Turbo	J	33.2	7.5	197	23	£3099
2.0D X	F	49.6	10.2	148	24	£2499
2.0D XC	F	49.6	10.2	148	25	£2699
Auto: add £1500. Premium: add	£200	1to 2	ni YE	and 2	חח	YC.

Outback - 4815x1840mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0D SE AWD	F	50.4	9.7	145	22	£2799!
2.0D SE Lineartronic AWD	G	46.3	9.7	159	18	£2999
2.5i SE Lineartronic AWD	G	40.4	10.2	161	19	£2849
SE Premium: add £3000 to SE						

BRZ - 4240x1775mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 SE	1.0	36.2	7.6	181	31	£2249
2.0 SE Lux		36.2	7.6	181	31	£2399
Auto: add £1500						

WRX STI - 4595x1795mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.5T WRX STI Type UK L 27.2 5.2 242 40 £28995

SUZUKI

www.suzuki.co.uk / Brochure: 0845 850 8800 / Dealers: 149 Warranty: 3 years/60000 miles

Celerio - 3600x1600mm, EURO-NCAP ☆☆☆ DRIVER POWER POS: N/A

1.0 SZ2	Α	65.7	13.5	99	7	£699
1.0 Dualjet SZ3	Α	78.4	13.0	84	7	£799
1.0 SZ4	Α	65.7	13.5	99	7	£899
1.0 SZ3: add £1000 to SZ2, auto:	add £	800 to	SZ4			

Swift - 3850x1695mm, EURO-NCAP *** DRIVER POWER POS: 139th

1.2 SZ2 3dr	C	57.0	12.3	116	8	£8999		
1.2 SZ3 3dr	C	57.0	12.3	116	9	£10599		
1.2 Dualjet SZ4 3dr	Α	65.7	12.3	99	11	£12699		
1.6 VVT Sport 3dr						£13999		
Auto: add £900 to 1.2 SZ4 5dr, 5dr: add £500, 4x4: add £3100 to								
\$73.5dr and £1500 to \$74.5dr								

SX4 S-Cross - 4300x1765mm, EURO-NCAP

1.6 VVT SZ3	D	51.3	11.0	127	13	£13999
1.6 VVT SZ-T						£18499
1.6 VVT SZ5	D	51.3	11.0	127	14	£20499
1.6 DDiS SZ3						£15499
1.6 DDiS SZ-T	В	67.2	12.0	110	20	£19999
1.6 DDiS SZ5						£21999
Auto: add £1350 to 1.6 SZ-T, SZ5,	4W	D: add	£180	0 to :	SZ-T	and SZ

Jimny - 3645x1645mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.3 SZ3	G	39.8	14.1	162	14	£1249
1.3 SZ4	G	39.8	14.1	162	15	£1394
Auto: add £900 to SZ4						

Vitara - 4175x1775mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: N/A

1.6 SZ4	D	53.3	11.5	123	12	£1399
1.6 SZ-T	D	53.3	11.5	123	13	£1549
1.6 SZ5	D	53.3	11.5	123	11	£1799
1.6 DDiS SZ-T	В	70.6	11.5	106	21	£1699
1.6 DDiS SZ5	В	70.6	11.5	106	17	£1949
4WD: add £1800 to SZ5						

www.teslamotors.com / Brochure: 020 8740 6035 / Dealers: 1 Warranty: 8 years/unlimited miles

Model S - 4970x1964mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

70 kWh 70D	A N/A	5.2	0	50	£555
85 kWh 85D	A N/A	4.4	0	50	£635
85 kWh P85D	A N/A	3.1	0	50	£795

TOYOTA

www.toyota.co.uk / Brochure: 0844 701 6202 / Dealers: 181 Warranty: 5 years/100000 miles

Aygo - 3415x1615mm, EURO-NCAP 会会会会 DRIVER POWER POS: 72nd

1.0 VVT-i x 3dr	Α	69.0	14.2	95	6	£8
1.0 VVT-i x-play 3dr	Α	69.0	14.2	95	7	£9
1.0 VVT-i x-pression 3dr	Α	69.0	14.2	95	7	£11
1.0 VVT-i x-cite 3dr	Α	69.0	14.2	95	7	£11
1.0 VVT-i x-clusiv 3dr	A	69.0	14.2	95	7	£11

Yaris - 3885x1695mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 76th

1.0 VVT-i Active 3dr	Α	65.7	15.3	99	4	£1099
1.0 VVT-i Icon 3dr	Α	65.7	15.3	99	4	£1274
1.33 VVT-i Icon 3dr	C	57.6	11.7	114	8	£1349
1.33 VVT-i Sport 5dr	C	55.4	11.7	119	8	£1499
1.33 VVT-i Excel 5dr	C	55.4	11.7	119	8	£1569
1.5 Hybrid auto Active 5dr	Α	85.6	11.8	75	10	£1529
1.5 Hybrid auto Icon 5dr	Α	85.6	11.8	75	10	£1619
1.5 Hybrid auto Excel 5dr	Α	78.5	11.8	82	11	£1769
1.4 D-4D Icon 5dr	Α	74.3	10.8	99	11	£1559
Auto: add £1000 to 1.33 VVT-i, 5	dr: ac	dd £6	00			

Auris - 4330x1760mm, EURO-NCAP

Eco band MPG 0-60mph CO₂ Ice group

1.33 VVT-i Active	D	51.4	12.6	128	8	£1524
1.2T VVT-i Icon	C	58.9	10.1	112	14	£1829
1.6 D-4D Icon	В	67.3	10.9	108	14	£1949
1.8 VVT-i Hybrid auto	A	80.7	10.9	79	12	£1964
1.4 D-4D Business Edition	Α	80.7	12.5	92	9	£1989
1.8 VVT-i Hybrid auto Icon	Α	78.5	10.9	82	12	£2069
1.2T VVT-i Excel	D	51.3	10.1	125	15	£2168
1.6 D-4D Excel	В	67.3	10.9	110	14	£2288
1.8 VVT-i Hybrid auto Excel						£2399
Auto: add £1000 to 1.2T VVT-i, T	ourir	ıg Spo	orts: a	dd £1	100	,
Design/Business Edition: add £86	00 to	lcon				

Prius - 4460x1745mm, EURO-NCAP

DRIVER POWER POS: 36th						
1.8 VVT-i Hybrid auto T-Spirit	Α	72.0	10.4	92	16	£25295
1.8 VVT-i Hybrid auto T3	A	72.0	10.4	89	15	£21995
1.8 VVT-i Hybrid auto T4	Α	72.0	10.4	92	15	£23745
1.8 VVT-i Hybrid auto Plug-in	Α	134.	511.3	49	16	£28395

Avensis - 4695-4710x1810mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.8 VVT-i Active	E	47.1	9.4	139	16	£1776
1.6 D-4D Active	В	67.3	11.4	108	11	£1885
1.8 VVT-i Business Edition	E	47.1	9.4	140	16	£2099
1.6 D-4D Business Edition						£2199
2.0 D-4D Business Edition	c	62.8	9.5	119	18	£2299
2.0 D-4D Excel						£2663
Auto: add £1250 to 1.8 VVT-i, To						
(£1805 to Excel), Business Editio	n Plu:	: add	£1800) to E	lusir	ness Ed

Prius+ - 4615x1775mm EURO-NCAP N/A

DINVERTI GULLIT GULLIA		
1.8 VVT-i Hybrid auto Icon	A 68.9 11.3 96 11 £2614!	ś
1.8 VVT-i Hybrid auto Excel	B 64.2 11.3 101 12 £2944!	j

Verso - 4460x1790mm, EURO-NCAP 会会会会 DRIVER POWER POS: 127th

1.6 V-matic Active 5-seat	G	42.8	11.7	154	13	£177
1.6 D-4D Active 7-seat	C	62.8	12.7	119	16	£199
1.6 V-matic Icon 7-seat	G	42.8	11.7	154	14	£203
1.6 D-4D Icon 7-seat	C	62.8	12.7	119	16	£219
1.8 V-matic auto Trend 7-seat	F	44.1	11.1	150	15	£228
1.6 D-4D Trend 7-seat	C	62.8	12.7	119	16	£229
1.6 D-4D Excel 7-seat	C	62.8	12.7	119	16	£239
1.8 auto: add £1500 to 1.6 V-mat	tic, 7-	seats:	add f	500	to 1	.6
Active Trend Plus: add £1850 to	Tron	d				

2.0 D-4D Active 2WD	D	57.6	10.5	127	26	£22495
2.0 D-4D Icon 2WD						£24995
2.0 V-matic auto Icon AWD						£26000
2.2 D-4D Icon AWD						£26800
Auto: add £1100 to 2.2 D-4D, 4V	VD: a	dd £1	000 to	2.0	D-4[Ο,
Invincible: add £1700 to Icon mo	dels					

Hilux - 5260x1760mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.5 D-4D Double Cab Active	J	38.7	13.3	194	N/A	£19176
2.5 D-4D Double Cab Icon	J	38.7	13.3	194	N/A	£20801
3.0 D-4D Double Cab Invincible	K	36.7	12.1	203	N/A	£21760
Auto: add £1000 to Invincible, Inv	incit	ole X:	add £2	2082	to In	vincible

Land Cruiser - 4760-4950x1885-1970mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.8 D-4D Active 5st 3dr	J	38.2	12.1	193	31	£35895
2.8 D-4D Active 7st 5dr	J	37.7	12.1	197	34	£37695
2.8 D-4D auto Active 7st 5dr	J	39.2	12.7	194	34	£39295
2.8 D-4D auto Icon 7st 5dr	J	39.2	12.7	194	35	£48395
2.8 D-4D auto Invincible 7st 5dr	J	39.2	12.7	194	35	£54895
4 E D 4D auto V0 Edv	-	20.7	0.0	250	40	CCE71E

GT 86 - 4240x1775mm, EURO-NCAP N/A DRIVER POWER POS: 115th

2.0 GT 86 Primo	1.0	36.2	7.7	181 33	£22700
2.0 GT 86	- 1	36.2	7.7	181 33	£25000
2.0 GT 86 Aero	J	36.2	7.7	192 33	£27500

VAUXHALL

www.vauxhall.co.uk / Brochure: 0845 111 7711 / Dealers: 404 Warranty: 3 years/60000 miles

Viva - 3675x1595mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: N/A

1.0i (75) SL	В	62.8	N/A	104	4	£9495
1.0i (75) ecoFLEX SE						£8170
1.0i (75) SE	В	62.8	N/A	104	3	£/995

D 53.3 14.9 124 3 £11455

Adam - 3698x1720mm, EURO-NCAP 会会会会 DRIVER POWER POS: 90th

1.2 VVT Jam

1.4 VVT (87) Jam	D	53.3	12.5	125	6	£1178
1.4 VVT (100) Jam	D	53.3	11.5	125	8	£1230
1.0T (115) Jam						£1345
1.2 VVT Rocks	D	53.3	14.9	124	10	£1399
1.4 VVT (87) Rocks	D	53.3	12.5	125	10	£1432
1.0T (115) Rocks						£1599
1.4T (150) S						£1699
Start/Stop: add £295 to 1.2 VVT,						
Classes and C100F Andrew Desire At		J C10	00+-	A -J	- D-	- alea

Corsa - 4021x1736-1746mm, EURO-NCAP ☆☆☆ DRIVER POWER POS: N/A

1.2i (70) Life 3dr	D	52.3	16.0	126	2	£1090
1.4i (90) Life 3dr						£1124
1.3 CDTi (75) S/S ecoFLEX Life 3dr						
1.2i (70) Sting 3dr						£899
						£934
1.0T (115) S/S ecoFLEX Sting 3dr						
1.0T (115) S/S ecoFLEX Sting R 3dr						
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£1196

For car insurance you can rely on call 0800 404 8724



CO₂ Insurance group

Astra (NEW) - 4370x1809mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4 (100) Design	D	53.3	11.6	124	9	£15295
1.0T (105) ecoFLEX Design	Α	65.7	10.5	99	12	£15995
1.4T (125) Design	D	52.3	8.6	124	16	£16045
1.4T (150) auto Design	D	52.3		125	18	£17695
1.6 CDTi (110) Design	Α	78.5	10.3	95	15	£16995
1.6 CDTi (136) Design		76.3	9.0	99	19	£18180
1.4 (100) Energy	D	53.3	11.6	124	10	£17295
1.0T (105) ecoFLEX Energy	Α	65.7	10.5	99	13	£17995
1.4T (125) Energy		52.3	8.6	124	16	£18045
1.6 CDTi (110) Energy		78.5		95	16	£18995
1.4 (100) SRi	D	52.3	11.6	127	7	£17895
1.0T (105) ecoFLEX SRi	В		10.5	102	11	£18595
1.4T (150) SRi	D	51.4	7.8	128	17	£18895
1.6T (200) SRi	F	45.6	7.3	146	20	£20435
1.6 CDTi (110) SRi		76.3		97	14	£19595
1.6 CDTi (136) SRi	В	72.4	9.0	103	16	£20780
1.6 BiCDTi (160) SRi		69.3		108	19	£21395
Auto: add £400 to 1.0T, £1400 to						
(136), ecoFLEX: add £500 to 1.6 CI						
Design, Elite: ad £720 to SRi (not '	1.4 (100)),	Astra	Spor	ts T	ourer:
add £1200 (colocted models)						

Insignia - 4842x1856mm, EURO-NCAP *** DRIVER POWER POS: 165th

1.8 VVT (140) Design 5dr	G	40.4	11.5	164	14	£16479
1.4T (140) S/S Design 5dr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/S Design 5dr	Α	76.3	11.9	99	15	£18944
2.0 CDTi (130) Design	c	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design 5dr	Α	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRi 5dr	G	40.4	11.5	164	14	£18279
1.4T (140) S/S SRi 5dr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/S SRi 5dr	Α	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRi 5dr	c	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRi 5dr	Α	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRi	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/S SRi 5dr	D	60.1	8.7	125	24	£24814
2.0T (250) S/S SRi VX-Line 5dr	н	39.2	7.5	169	26	£22449
1.4T (140) S/S Elite 5dr	J	60.1	8.7	186	15	£21574
1.6T (170) S/S Elite 5dr	Е	47.9	9.2	139	20	£22964
2.0T (250) S/S Elite 5dr	н	39.2	7.5	169	26	£23609
2.0 CDTi (120) S/S Elite 5dr	Α	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite 5dr	Α	76.3	10.5	99	19	£23374
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	20	£23734
2.0 BiTurbo (195) S/S aut Elite 5dr	D	60.1	8.7	125		£27379
2.8 V6T VXR SuperSport 5dr	L	27.0	5.6	249	37	£29769
Auto: add £1640 to 2.0 CDTi (130),						
to 2.0T, Saloon: same price as 5dr (
add £1430, Energy: add £2800 to I						
£1100 to Energy, SRi VX-Line: add	£12	220 to	SRi, S	E: sai	me p	orice as
SRi, Tech Line: add £850 to SRi						

Meriva - 4288x1812mm, EURO-NCAP 会会会会 DRIVER POWER POS: 186th

1.4 VVT (100) Expression	Е	46.3	13.9	140	8	£12625
1.4 VVT (100) S	Ε	46.3	13.9	140	8	£16420
1.4T VVT (120) S	Ε	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	G	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	Ε	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	Ε	57.6	16.9	129	5	£15610
1.4 VVT (100) SE (a/c)	Ε	46.3	13.9	140	8	£18445
1.4T VVT (120) SE (a/c)	Ε	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	G	44.2	10.3	151	14	£20005
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£21370
Auto: add £1420 to 1.4T (120) Exc	lusi	v, SE, I	xclus	iv: ad	ld £6	570 to S

Zafira Tourer - 4658x1884mm, EURO-NCAP ★★★★ DRIVER POWER POS: 79th

1.4T (140) S/S Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/S SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	н	39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	н	39.0	10.9	169	14	£22375
1.6 CDTi (136) Exclusiv	В	54.0	11.5	109	11	£25400
2.0 CDTi (110) ES	Е	54.0	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	15	£23300
2.0 CDTi (130) e'FLEX S/S Exclusiv	C	63.0	10.6	119	15	£24300
2.0 CDTi (165) S/S Exclusiv	Е	54.0	9.1	137	19	£24695
2.0 CDTi (130) ecoFLEX S/S SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/S SE	Е	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/S BiTurbo SE	Е	50.4	8.5	149	21	£27740
Auto: add £1405 to 1.4T, £1285 to	2.0	CDTi	(165),	SRi:	£45	less
than SE, Tech Line: £2225 less than	١Ex	clusiv,	Elite:	add	£15	00 to SE

Mokka - 4280x1777mm, EURO-NCAP N/A DRIVER POWER POS: 88th

1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	6	£18064	
1.4T (140) S/S Exclusiv	Ε	47.1	9.6	139	12	£1872	
1.7 CDTi (130) S/S Exclusiv						£1974	
Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech							
Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv							

Antara - 4596x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
2.2 CDTi (163) Exclusiv AWD	н	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	25	£21030
2.2 CDTi (163) SE Nav AWD	н	43.0	9.9	175	28	£26325

2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£2738
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	20	£1980
Autoradd £110E Diamondrado	CON) + o E v	celo reiso	diac	ole	

CO₂ nce group List price

1.4T (120) S/S Sport	Ε	48.0	10.9	139	13	£1899		
1.4T (140) S/S Sport						£1988		
1.6T (200) Sport	н	39.0	8.3	154	25	£2125		
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£2085		
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£2145		
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	20	£2195		
2.0 CDTi (195) S/S BiTurbo						£2417		
2.0T (280) VXR						£2727		
SRi: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models								

Cascada - 4696x1839mm FURO-NCAP N/A DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.8	10.2	148	20	£2399
1.6T (170) auto SE	Н	39.2	9.2	168	24	£2709
2.0 CDTi (165) S/S SE	Ε	54.3	9.6	138	23	£2608
2.0 CDTi (165) auto SE						£2760
2.0 CDTi BiTurbo (195) S/S Elite			8.9	139	27	£2966
Auto: add Elite spec: add £2100 t	o SE					

VXR8 - 4941x1781mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 GTS	M 18.5	4.2	363	50	£54509
6.2 V8 GTS auto	M 18.0	4.2	373	50	£56234

VOLKSWAGEN

www.volkswagen.co.uk / Brochure: 0800 333 666 / Dealers: 223 Warranty: 3 years/60000 miles

up! - 3540x1641mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 56th

1.0 (60) Take up! 3dr	В	63.0	14.4	105	1	£8870	
1.0 (60) Move up! 3dr	В	63.0	14.4	105	1	£9925	
1.0 (75) High up! 3dr	В	60.0	13.2	108	2	£11500	
1.0 (75) Club/Street up! 3dr	В	60.0	13.2	108	5	£12110	
1.0 (75) Rock up! 3dr	В	60.0	13.2	108	4	£13580	
BEV (82) e-up! 5dr	Α	N/A	12.4	0	10	£19270	
Auto: add £595 to Move up! and High up!, 5dr: add £375 to 3dr,							
DAME AND COCOSA AND COMMENTS OF A LITTLE	L						

Polo - 3970-3972x1682mm, EURO-NCAP 会会会会 DRIVER POWER POS: 167th

1.0 (60) S 3dr	В	60.1	15.5	106	7	£11300
1.0 (60) S A/C 3dr	В	60.1	15.5	106	8	£12020
1.0 (60) SE 3dr	В	60.1	15.5	106	8	£12635
1.0 (75) SE 3dr	В	58.9	14.3	108	10	£13160
1.2 TSI (90) SE 3dr	В	60.1	10.8	107	15	£13780
1.2 TSI (90) R-Line 3dr	В	60.1	10.8	107	15	£16230
1.4 TDI (75) SE 3dr	Α	83.1	12.9	88	13	£14845
1.0 TSI (110) SEL 3dr	В	58.9	9.3	110	19	£16310
1.0 TSI (110) R-Line 3dr	В	58.9	9.3	110	19	£16960
1.0 TSI (95) BlueMotion 3dr	Α	68.9	10.5	94	16	£14780
1.4 TDI (90) SEL 3dr	Α	83.1	10.9	88	16	£16820
1.4 TDI (90) R-Line 3dr	Α	83.1	10.9	88	16	£17470
1.4 TSI ACT (150) Blue GT 3dr	В	58.9	7.8	110	24	£17910
1.8 TSI (192) GTI 3dr	Ε	47.1	6.7	139	29	£18900
DSG: add £1415 to 1.2 TSI SE, £137	5 to	1.2 T	SI SEL,	Blue	GT, !	5dr: add
£630, SE Design: add £1100 to SE						

Beetle - 4278x1808mm, EURO-NCAP N/A

DRIVER FOWER FOS. IWA						
1.2 TSI (105)	E	47.9	10.9	137	10	£16275
2.0 TDI (110)	C	65.7	11.0	112	13	£18100
1.2 TSI (105) Design	E	47.9	10.9	137	11	£18670
2.0 TDI (110) Design	C	65.7	11.0	112	14	£20475
1.4 TSI (150) Design	G	42.8	8.3	153	18	£20265
2.0 TDI (150) Design	C	61.4	8.9	119	20	£21175
2.0 TSI (220) Sport	н	38.2	7.3	169	26	£23755
2.0 TSI Turbo Black/Silver	н	38.2	7.3	169	26	£24455
DSG: add £1460 to 1.2 TSI, 2.0 T	DI (11	0), £1	510 to	2.0	ΓSI (not base
model), Sport: add £1820 to De			2 TSI,	2.0 TI	DI (1	10)),
Beetle Cabrio: add £2525-£307!	5 to ha	atch				

Golf - 4255x1799mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 30th

1.2 TSI (85) S 3dr	c	57.6	11.9	113	7	£17595
1.4 TSI (125) S 3dr	C	54.3	9.3	120	N/A	£19365
1.6 TDI (110) S 3dr	Α	74.3	10.5	99	N/A	£20370
1.0 TSI (115) Match B'Motion 3dr	Α	65.7	9.7	99	14	£19740
1.4 TSI (125) Match 3dr	C	54.3	9.3	120	N/A	£20300
1.6 TDI (110) Match 3dr	Α	74.3	10.5	99	14	£21305
2.0 TDI (150) Match 3dr	В	68.9	8.6	106	18	£22670
1.6 TDI (110) BlueMotion 3dr	Α	83.1	10.5	89	13	£21435
1.6 TDI (110) GT 3dr	В	72.4	10.5	101	13	£22755
2.0 TDI (150) GT 3dr	В	67.3	8.6	109	19	£24120
1.4 TSI (140) ACT GT 3dr	C	58.9	8.2	112	19	£23615
2.0 TDI (150) R-Line 3dr	В	67.3	8.6	109	19	£25115
1.4 TSI (140) ACT GT 3dr	C	58.9	8.2	112	17	£25265
2.0 TSI (220) GTI 3dr	Е	47.1	6.5	139	29	£27500
2.0 TSI (300) R 3dr	G	39.8	5.1	165	34	£30820
2.0 TDI (184) GTD 3dr	В	67.3	7.5	109	26	£26935
1.4 TSI (204) PHEV DSG GTE 5dr	Α	166.2	2 7.6	39	19	£28755
115PS BEV e-Golf 5dr	Α	N/A	10.4	0	15	£26270
DSG: add £1415 (add £1235 to Go	If R), 5dr:	add i	655	to 30	dr, Golf
Estate: add £795						

1.2 TSI (85) S	c	57.6	13.2	114	9	£19205
1.2 TSI (110) S	C	55.4	10.7	117	14	£20215
1.4 TSI (125) S	D	52.3	9.9	125	16	£20975
1.6 TDI (90) S	В	72.4	11.9	101	11	£21025
1.6 TDI (110) S	В	72.4	11.3	101	13	£21980
1.6 TDI (110) BlueMotion						£23285
2.0 TDI (150) SE	В	65.7	9.2	110	17	£24280
1.4 TSI (150) GT						£25370
DSG: add £1415 to 1.2 TSI (110)						
add £935 to 1.4 TSI (125), 1.6 TI	DI (110), GT:	add £	1450	to 2	.0 TDI

Jetta - 4644x1778mm, EURO-NCAP N/A

1.4 TSI (125) S	F	46.0	9.8	144	11	£1889
1.4 TSI (125) SE	F	46.0	9.8	144	11	£2022
2.0 TDI (110) S	В	67.0	11.7	109	12	£2017
2.0 TDI (110) SE	В	67.0	11.7	109	12	£2150
1.4 TSI (150) SE						£2093
2.0 TD1 (450) CE	_	FO 0	0.5	120	17	COOF

0-60mph CO₂ nce group List price

DSG: add £1425 (not S models), GT: add £865 to SE

Passat - 4767x1832mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: N/A

1.6 TDI (120) S	В	70.6	10.8	105	15	£2232
1.6 TDI (120) BlueMotion	Α	76.3	10.8	95	15	£2320
2.0 TDI (150) S	В	70.6	8.7	106	21	£2344
1.6 TDI (120) SE	В	70.6	10.8	105	12	£2346
2.0 TDI (150) SE	В	70.6	8.7	106	19	£2456
1.6 TDI (120) GT	В	67.3	10.8	109	13	£2542
2.0 TDI (150) GT	В	68.9	8.7	109	19	£2654
2.0 TDI (190) GT	В	68.9	7.9	107	22	£2789
2.0 BiTDI (240) DSG 4MOTION GT	Е	53.3	6.1	139	28	£3462
2.0 TDI (150) R-Line	В	68.9	8.7	109	19	£2754
2.0 TDI (190) R-Line	В	68.9	7.9	107	23	£2889
2.0 BiTDI (240) DSG 4MOT R-Line	Е	53.3	6.1	139	28	£3562
DSG: add £1600, Estate: add £1530	0, S	E Busi	ness:	add f	109	5 to SE

CC - 4802x1855mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4 TSI (150)	E	49.6	8.9	133	25	£2513
2.0 TDI (150) BMT	C	62.8	9.1	118	26	£2699
2.0 TDI (150) BMT GT	C	62.8	9.1	118	26	£2857
2.0 TDI (184) BMT GT	D	55.4	8.1	127	29	£3060
DSG: add £1400-£1460, R-Line	: add £	650 to	GT			

Caddy - 4876x1794mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 TDI (102) window van	D	60.1	13.3	124	N/A	£21604
2.0 TDI (150) window van						£22864
2.0 TDI (102) Life						£19702
2.0 TDI (150) Life						£22102
2.0 TDI (102) Maxi Life						£22564
2.0 TDI (150) Maxi Life	E	55.4	10.3	134	N/A	£24964
DSG: add £1698						

Caravelle T6 - 4892-5292x1904mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 TDI (150) SE SWB	G	45.6	12.9	161	N/A	£37135
2.0 TDI (204) SE SWB	н	42.8	9.8	171	N/A	£39746
2.0 TDI (150) Executive SWB	G	45.6	12.9	161	N/A	£40711
2.0 TDI (204) Executive SWB	н	42.8	9.8	171	N/A	£43322
2.0 TDI (102) California Beach	G	44.8	19.4	164	N/A	£37657
2.0 TDI (150) California Beach	н	44.1	14.2	168	N/A	£39734
2.0 TDI (150) California Ocean	н	44.1	14.2	169	N/A	£47840
2.0 TDI (204) California Ocean						£50391
DSG: add £1896 to 2.0 TDI (150),						
£2058 to SWB (SE only), 4MOTIC	DN: a	dd £2	743 to	2.0	TDI (204)
SWB						

Touran (NEW) - 4527x1814mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.2 TSI (110) S	D	52.3	11.3	126	N/A	£22240
1.6 TDI (110) S	C	64.2	11.9	116	N/A	£22840
1.2 TSI (110) SE	D	52.3	11.3	126	N/A	£23630
1.6 TDI (110) SE	C	64.2	11.9	116	N/A	£25230
2.0 TDI (150) SE	C	64.2	9.3	116	N/A	£26730
1.4 TSI (150) SEL	E	49.6	N/A	133	N/A	£26745
2.0 TDI (150) SEL	C	64.2	9.3	117	N/A	£28215
2.0 TDI (190) DSG SEL	D	60.1	8.8	123	N/A	£30510
DSG: add £1300 (not 1.2 TSI), a	add £11	70 to	1.4 TS	I, SE	Fam	ily: add
£140E +o CE						

Sharan - 4854x1904mm, EURO-NCAP ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆

1.4 TSI (150) BMT S	н	39.2	10.7	167	16	£25320
1.4 TSI (150) BMT SE	н	39.2	10.7	167	16	£27630
2.0 TDI (140) BMT Executive	F	50.4	10.9	146	18	£32100
2.0 TDI (115) BMT S						£25890
2.0 TDI (140) BMT S	F	50.4	10.9	146	18	£26640
2.0 TDI (140) BMT SE	F	50.4	10.9	146	18	£28950
2.0 TDI (177) BMT SE						£30555
2.0 TSI (200) DSG SEL					25	£33775
DSG: add £1335-£1385, SEL: add	£290	00 to 2	.0 TD	ISE		

Golf Alltrack - 4578-1799mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 TDI (110) 4MOTION	D	60.1	12.1	122	10	£26790
2.0 TDI (150) 4MOTION	D	58.9	8.9	125	17	£28155
2.0 TDI (184) DSG 4MOTION	D	57.6	7.8	129	20	£30595

Passat Alltrack - 4777x1832mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 TDI (150) 4MOTION	E	57.6	9.2	130	19	£30855
2.0 TDI (190) DSG 4MOTION	E	54.3	8.0	137	22	£33935

Tiguan - 4426-4433x1809mm, EURO-NCAP 会会会会 DRIVER POWER POS: 102nd

	D	56.5	11.9	130	14	£229
2.0 TDI (150) S	D	56.5	9.8	130	21	£235
						£2582
	Е	53.3	9.8	140	N/A	£279
						£295
2.0 TDI (184) DSG 4MOT Match Ed						
2.0 TDI (184) DSG 4MOT R-Line	F	49.6	8.3	150	24	£320
DSG: add £1490-£1525, 4MOTION:	ac	ld £17	'70 to	2.0 T	DI (1	50) S
and Match						

Amarok - 5254x1954mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

2.0 TDI (140) 4MOTION Startline K					
2.0 BiTDI (180) 4MOT Trendline K					
2.0 BiTDI (180) 4MOTION Highline K					
2.0 BiTDI (180) 4MOTION AtacamaK	35.3	11.0	211	9	£332
2.0 BiTDI (180) 4MOTION UltimateK					
Trendline: add £1224 to Startline, aut	o: add	£210	6 to 1	High	nline,
£2214 to Atacama, £1698 to Ultimate					

Touareg - 4795x1940mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6 TDI (204) auto 4MOTION SEH	42.8	8.7	173	39	£43605
3.0 V6 TDI (262) auto 4MOTION SEH					
3.0 V6 TDI (204) auto 4MOT R-Line H					
3.0 V6 TDI (262) auto 4MOT R-Line H					
3.0 V6 TDI (262) aut 4XMT Escape	40.9	7.6	180	42	£45605

Scirocco - 4256x1810mm EURO-NCAP

DRIVER POWER POS: 99th

1.4 TSI (125)	D	52.3	9.3	125	22	£2073
2.0 TSI (180)	E	47.1	7.4	139	31	£2277
2.0 TDI (150)						£2345
1.4 TSI (125) GT	D	52.3	9.3	125	23	£2258
2.0 TDI (150) GT	В	67.3	8.6	109	28	£2530
2.0 TSI (220) GT						£2612
2.0 TDI (184) GT	C	64.2	7.5	115	31	£2630
2.0 TSI (280) R	J	35.3	5.7	187	42	£3257
DSG: add £1500 (not 1.4 TSI), R-Li	ne:	add £	20701	to GT	(no	t 1.4 TS

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V40 - 4369x1802mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 15th

2.0 T2 (122) ES	D	51.4	9.2	127	17	£19195
2.0 T2 (122) SE	D	51.4	9.2	127	19	£20720
2.0 T2 (122) R-Design	D	51.4	9.2	127	23	£21495
1.5 T2 (122) Geartronic SE	D			129	18	£22205
2.0 T3 (152) SE	D	51.4	7.8	127	23	£22670
2.0 T3 (152) R-Design	D	51.4	7.8	127	23	£23445
2.5 T5 (245) R-Design Nav	E	47.9	6.0	137	28	£30025
2.0 D2 (120) ES	Α		9.8	94	26	£21195
2.0 D2 (120) SE	Α	78.5	9.8	94	26	£22720
2.0 D2 (120) R-Design	Α		9.8	94	27	£23495
2.0 D3 (150) SE	Α	74.3	7.9	99	21	£23770
2.0 D3 (150) R-Design		74.3		99	23	£24545
2.0 D2 (120) SE Lux	Α	78.5	9.8	94	26	£24720
2.0 D4 (190) SE		74.3	7.0	99	27	£24970
2.0 D2 (120) R-Design Lux	Α	78.5	9.8	94	27	£25170
2.0 D4 (190) R-Design		74.3	7.0	99	29	£25745
2.0 D2 (120) Cross Country SE		76.4		96	17	£23820
2.0 D3 (150) Cross Country SE	Α	74.3	7.9	99	19	£24870
2.0 D2 (120) Cross Country Lux	Α	76.4		96	18	£25820
2.0 D4 (190) Cross Country SE	В	70.6	7.3	104	25	£26070
2.0 D3 (150) Cross C'try Lux Nav		74.3		99	20	£27670
2.0 D4 (190) Cross C'try Lux Nav	В	70.6	7.3	104	26	£28870
2.0 T5 (245) G'tron AWD XC Lux	F		5.8	149		£34100
Auto: add £1485 (not ES), SE: add						
£2800 to SE, R-Design Lux Nav: a	dd £.	2475-	£167	5 to R	-Des	sign

560 - 4628x1865mm, EURO-NCAP DRIVER POWER POS: N/A

2	2.0 T3 (152) Business Edition	E	48.7	8.9	135	24	£21005
2	2.0 T3 (152) SE	Е	48.7	8.9	135	24	£26005
	2.0 T3 (152) R-Design	Е	48.7	8.9	135	24	£27505
2	2.0 D3 (150) Business Edition	В	72.4	8.4	102	21	£22795
2	2.0 D4 (190) Business Edition	В	72.8	7.1	102	27	£24045
2	2.0 D2 (120) SE	Α	74.3	10.5	99	19	£26945
2	2.0 D3 (150) SE	В	72.4	8.4	102	21	£27795
2	2.0 D2 (120) R-Design	Α	74.3	10.5	99	24	£28445
2	2.0 D3 (150) R-Design	В	72.4	8.4	102	22	£29295
2	2.0 D4 (190) SE Nav	В	72.8	7.1	102	28	£29845
2	2.0 D4 (190) R-Design Nav	В	72.8	7.1	102	28	£31345
2	2.0 D4 (190) Cross Country Lux Nv	c	65.7	N/A	113	N/A	£33640
	2.0 D4 (190) AWD X C'try Lux Nv						£36525
7	Auto: add £1485, SE Lux: add £230	10 t	o SE, I	R-Desi	gn L	ux N	av: add
4	F3300 to R-Design						

V60 - 4628x1865mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

2.0 T3 (152) Business Edition	Е	48.7	8.9	135	24	£2100
2.0 T3 (152) SE	Е	48.7	8.9	135	24	£2600
2.0 T3 (152) R-Design	Е	48.7	8.9	135	24	£2750
2.0 D3 (150) Business Edition	В	72.4	8.4	102	21	£2279
2.0 D4 (190) Business Edition	В	72.8	7.1	102	27	£2404
2.0 D2 (120) SE		74.3		99	19	£2694
2.0 D3 (150) SE	В	72.4	8.4	102	21	£2779
2.0 D2 (120) R-Design	Α	74.3	10.5	99	24	£2844
2.0 D3 (150) R-Design	В	72.4	8.4			£2929
2.0 D4 (190) SE Nav	В	72.8	7.1	102	28	£2984
2.0 D4 (190) R-Design Nav	В	72.8	7.1	102	28	£3134
2.0 D4 (190) Cross Country Lux Nv	c	65.7	N/A	113	N/A	£3364
2.0 D4 (190) AWD X C'try Lux Nv	F	49.6	N/A	149	N/A	£3652
2.5 D6 (285) V60 PHEV SE Lux	Α	148.7	7 5.8	48	41	£4517
3.0 T6 (350) AWD V60 Polestar		27.7				£4978
Auto: add £1485, SE Lux: add £230	10 t	o SE, F	R-Desi	gn L	ux N	av: add
£3300 to R-Design						

V70 - 4823x1861mm, EURO-NCAP 会会会会 DRIVER POWER POS: 89th

2.0 D3 (150) Business Edition	В	68.9	9.2	108	26	£25995
2.0 D4 (181) Business Edition						£27195
Auto: add £1485-£1550, SE Nav: SE Lux: add £1600 to SE Nav	add	£5925	to Bu	sines	s Ec	dition,

S80 - 4854x1861mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 D4 (101) 3L Nav		00.9	1.5	100	20	LJZZ
Auto: add £1550, SE Lux: add	£1500					

XC60 - 4627x1891mm, EURO-NCAP

2.0 D4 (190) SE	C	62.8	7.6	117	28	£31660
2.0 D4 (190) R-Design	C	62.8	7.6	117	29	£32935
2.4 D4 (190) AWD SE						£33190
2.4 D4 (190) AWD R-Design						£34465
2.4 D5 (220) AWD SE Nav						£35990
2.4 D5 (220) AWD R-Design Nav						
Auto: add £1485, SE Lux: add £270	0 to	SE, R	Desig	า Lux։	ado	£2625
to R Design						

XC70 - 4838x1870mm, EURO-NCAP N/A **DRIVER POWER POS: 58tl**

2.0 D4 (181) SE Nav	C	64.2	8.3	115	28	£34470
2.4 D4 (181) AWD SE Nav	Е	54.3	8.7	137	29	£36400
2.4 D5 (220) AWD G'tronic SE Nav	G	48.7	7.8	153	41	£39285
Auto: add £1550, SE Lux: add £195						

XC90 - 4950x2008mm, EURO-NCAP

2.0 D5 AWD Momentum	F	49.7	7.4	149	33	£45750
2.0 D5 AWD R-Design	G	48.7	7.4	152	34	£49285
2.0 D5 AWD Inscription	G	48.7	7.4	152	34	£50185
2.0 T6 AWD Momentum		36.7	6.1	179	39	£49205
2.0 T6 AWD R-Design	J	35.3	6.1	186	40	£52845
2.0 T6 AWD Inscription	J	35.3	6.1	186	40	£53745
2.0 T8 Hybrid Momentum	Α	134.	5 6.4	49	42	£59995
2.0 T8 Hybrid R-Design	Α	134.	5 6.4	49	43	£62855
2.0 T8 Hybrid Inscription	Α	134.	5 6.4	49	43	£63705





Stephen Errity
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LEWIS Hamilton joined an elite group of drivers when he clinched his third world championship with victory in the United States Grand Prix the weekend before last.

Scot Jackie Stewart is the only other British Formula One driver to have achieved this feat, and it puts Hamilton level with the likes of Ayrton Senna, Jack Brabham and Niki Lauda (his boss at Mercedes) in the all-time rankings.

So can the 30-year-old from Stevenage in Hertfordshire now be called Britain's greatest-ever grand prix driver? To find out, we put the question to eight leading Formula One experts, including three British racing world champions.

Comparing sporting feats across different eras is always difficult – and factoring in the car makes it doubly so for Formula One – but there's definitely no denying the scale of Hamilton's achievement in the pages of F1 history.





EIGHT F1 EXPERTS DELIVER THEIR VERDICT...



ANTHONY DAVIDSON

Drove for Super Aguri in F1; became World Endurance Champion for Toyota in 2014

"CONGRATULATIONS Lewis on what is a phenomenal achievement. He's an incredibly talented driver who deserves another title. He always seems to find a way to harness his tenacity, using it to go even faster instead of over-driving.

"Constantly driving an F1 car on the knife-edge of grip and balance demands huge concentration and natural ability – something only a few drivers on the grid can manage on a consistent basis. Lewis is one of those. The best example of this was Silverstone in 2008, where he was able to drive at another level compared to the competition in wet conditions.

"It's always hard to compare different eras in sport and F1 is no exception. As a three-time champ, Lewis deserves his place among the greats. But it'd be unfair to rank drivers' efforts, as each championship has its own challenges."

"He seems to find a way to harness his tenacity, using it to go even faster"



LEE McKENZIE

Presenter and pit reporter for BBC TV, which has the rest of the F1 season live

"IF Lewis had a weakness last year, it was qualifying, but from the very first race of 2015 he showed that had been eradicated. Over half a second split him and Nico Rosberg in Melbourne and while we didn't know it then, that's become the pattern for the rest of the year.

"Lewis is instinctive as a driver, but since his first title in 2008 there's been much to learn. He now learns from his mistakes, handles adversity with grace, understands he has weaknesses and works on them. He knows who he is and is now being himself – like it or not.

"Lewis arrived in F1 with big promise, setting records in his first year and taking the title in his second, so while it might not be a huge shock he's a triple champ, it's an incredible feat. So many drivers don't put themselves in the right place to win a championship, but Lewis has."

"He now understands that he has weaknesses, and works on them"



ALLAN McNISH

Raced in F1 with Toyota and won 2013 World Endurance Championship for Audi

"I NEVER think you can make that call, as it's all relative. And he hasn't finished his career yet, so you can only really make some sort of judgement on that when the driver has finished racing.

"Clearly, when you win three titles, they're not by chance. I don't think you can ever be fortunate to win a world championship, but when you win multiple times, you're doing something right.

"The step forward from 2014 to 2015 has been huge. He looked nervous last year, but got his mind management sorted out this year and thoroughly deserves this particular championship.

"As to whether he's the best Brit ever, I don't think you can say that until the end of his career. It's difficult to compare the Jim Clark/Jackie Stewart era to the Mansell era to the modern era, but we've had some bloody good F1 champions."

"Step forward from 2014 to 2015 has been huge; he got his mind sorted out"



DAVID CROFT

Commentates for Sky Sports F1 – the only place to see every grand prix live

"IS Lewis the best British F1 driver ever? I'd say he's on course to one day being regarded as that, but we haven't seen the full extent of his career.

"I think there's more to come. He's reaching the pinnacle and has a good chance of staying there for quite a long time to come. He's 30 now, with maturity to his racing, so I think we'll see this again and again. What the fans would like to see is him put to the test next year by Vettel in the Ferrari, or a resurgent Red Bull – to the same extent Jackie Stewart and Jim Clark were in the past.

"That's the one thing that counts against any modern-day F1 champion – there isn't the same big number of potential winners in each race. If Lewis can see off challenges like that, then you can call him the greatest British driver – maybe even the greatest ever."

"He's reaching the pinnacle and has a good chance of staying there a long time"

94 4 November 2015 www.autoexpress.co.uk





DAVID BRABHAM

Raced in F1; won Le Mans. Working on Brabham return (see www.brabham.co.uk)

"IS Lewis the greatest British racing driver the world has ever seen? Well, we'll never really know, as it comes down to people's perceptions and everyone will probably have a different point of view.

"So what's mine? For one, I never say 'the best' in anything. In this case, comparing him to other Formula One world champions, it's impossible for me to say, as I don't know enough about the other drivers' circumstances in the past to make that kind of judgment.

"But is he the best in 2015? To that I would definitely say yes. Is Lewis the fastest driver today in F1? On his day, he can be electrifyingly quick, not just in qualifying, but in the races as well. That really destroys the opposition.

"Is he the most complete British grand prix driver we've ever seen? To that I'd have to say not yet."

"On his day, Lewis can be electrifyingly quick, in qualifying and races"



JAMES ALL FN

Lead F1 commentator for BBC Radio Five, which has the rest of the season live

"I COMMENTATED on Lewis' first world title at Brazil in 2008. It was an unforgettable triumph; the last corner of the last lap of a crazy race.

"It seemed clear to me he would go on to be the first Brit since Jackie Stewart to win three world titles, but I didn't expect it to take this long. He lost a bit of focus, maybe, but he's come good now. Fair play to him, he's gone up a gear this season after winning again in 2014.

"Lewis is a fabulously talented driver, with great feel for the brakes and an ability to overtake equal to anyone who's gone before him. I'd rate him as the best British driver I've seen race, narrowly ahead of Nigel Mansell.

"It's harder for me to say exactly how he stacks up against the likes of Jackie Stewart and Jim Clark, but he must be up there. And he's not done yet..."

"He's fabulously talented, with an ability to overtake equal to anyone before"



JENNII GOW

Pitlane reporter for BBC Radio Five, which covers all the grands prix live

"IN 2014, Lewis was once denied entry to the paddock because he didn't have his pass with him... but there was no mistaking him this season.

"He walked into the paddock in Australia with a swagger. The two-time champion sat back and watched as Rosberg went fastest in practice, but put in an incredible qualifying lap to smash his opponent and tell him in no uncertain terms that this was going to be his year.

"He might be out partying with friends and flying here and there across the world, but even that couldn't stop him from winning this season. He's a happier Hamilton than I've ever seen him and that translates very well on the track.

"How does he compare to his British Formula One counterparts? Well, he's currently in a league of his own... time will tell where he sits in the all-time list!"

"He's a happier Hamilton than I've ever seen; that translates to the track"



OHN SURTEFS

Car and motorbike world champion runs the Henry Surtees Foundation (HSF)

"LEWIS wanted to match his boyhood hero Ayrton Senna in the number of titles won. It's a very different time; over the years many changes have taken place, so it's impossible to make comparisons between eras and champions.

"We've seen in the past where Ferrari and Schumacher got things right and was the team to beat. More recently, Vettel and Red Bull were dominant. Now with the aid of the rather restrictive regulations and having got it right from the start, the combination of Mercedes and Lewis is the one to beat.

"I, no doubt like other champions, tend to think more about the titles that got away rather than what I won. For Lewis, however, there must be a deep satisfaction that he's been able to make full use of a superb team and car to fulfil another one of his boyhood dreams."

"From start, combination of Lewis and Mercedes was the one to beat"

www.autoexpress.co.uk 4 November 2015 95

Renault leads way in Formula E

Buemi dominates first roundMalaysia next on calendar



Stephen Errity
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RENAULT e.dams is the clear favourite heading into the second round of the FIA Formula E electric racing series, which takes place on a street circuit set up in Putrajaya, Malaysia, this Saturday.

The French team dominated the season opener in Beijing, with Sebastien Buemi taking pole position and fastest lap as well as the race win to score maximum points.

Speaking after the race, the former Toro Rosso F1 and current Toyota WEC driver said: "It's a perfect weekend – I've never scored all the points before. I'm definitely looking forward to Malaysia now."

But he was keen to play down fears that Renault is set to dominate the rest of the season in similar fashion to the Mercedes F1 team. "I don't expect it to be like that at each race," he added. "You need perfect qualifying, you need to ensure you don't make any mistakes and this kind of weekend will be very difficult to repeat.

"But we'll work hard and hopefully be able to find good pace and score as many points as possible at the start of the year."

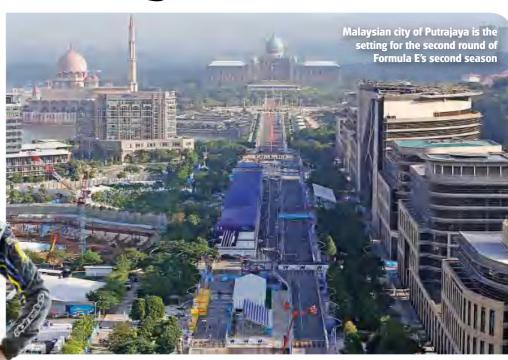
Rival manufacturer Audi was Renault's closest challenger in Beijing thanks to the efforts of Lucas di Grassi. The Brazilian reckoned the second step of the podium was the maximum achievable result.

"The competition also did a big, big step," he said. "We'll start working hard to catch up and to improve on this and to improve our race pace."

Elsewhere, German veteran Nick Heidfeld scored the Indian Mahindra







"I don't expect it to be like that at each race. This kind of weekend will be very difficult to repeat" SEBASTIEN BUEMI e.dams Renault driver and Beijing race winner



Sam Bird (left) is hoping to repeat last year's win in Malaysia

team's first podium in Beijing, while NEXTEV TCR's reigning champion Nelson Piquet Jr had a low-key start to his title defence, finishing 15th in the race.

Of the British contenders, Formula E newcomer Oliver Turvey put in a strong performance to go from 15th on the grid to sixth, while DS Virgin's Sam Bird was just behind in seventh.

Bird won when the series visited Putrajaya last season, so will be looking to repeat that success this weekend.

The race will be shown live for viewers in the UK on ITV4, starting at 6am on Saturday morning.

World Rallycross reveals '16 dates

THE FIA World Rallycross championship has unveiled a 12-round calendar for 2016, including its customary visit to Lydden Hill in Kent on 29 May.

Rounds from 2015 in Italy and Turkey have been dropped, but there's a new location on the schedule in the shape of the Latvian capital Riga on 2 October.

The series is set to make two visits to Germany – one paired with the first round of the DTM season at Hockenheim on 8 May and another at Estering on 16 October.

Other rounds on the schedule include Portugal (17 April), Belgium (15 May), Norway (12 June), Sweden (3 July), Canada (7 August), France (4 September) and Spain (2 October), plus a season finale in Rosario, Argentina on 27 November. LEAP YEAR World RX stars will race 12 times in 2016, including May visit to UK's Lydden Hill



Nissan racing boss departs

DARREN Cox, global head of brand, sales and marketing for Nissan's motorsport arm Nismo, has left the Japanese brand.

Cox (right) led the GT Academy 'gamer to racer' project that has produced several

successful graduates, as well as spearheading the disappointing frontengined LMP1 programme at Le Mans, which is currently on hiatus until 2016.

Nissan said that it would announce subsequent restructuring within Nismo as a result of Cox's departure shortly.

96 4 November 2015 www.autoexpress.co.uk



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HERE at Auto Express we're healthily obsessed with car reliability. We know - because our latest Driver Power survey tells us - that Lexus, Toyota, Honda, Subaru and Mazda (in that order) are world beaters.

And in a similar but entirely separate survey just conducted by our friends at Consumer Reports (CR) in New York, drivers in America pretty much concur with their Brit counterparts. In 2015, they placed Lexus and Toyota at the top of the pile (as did you), followed by Audi, Mazda and Subaru, then Honda just outside the top five.

We already know these Japanese giants wipe the floor with their rivals in Britain. But now it can be unequivocally confirmed that they rule the reliability roost across countries and continents.

Intriguingly, Americans and Brits can't agree on Audi, which is a reliability champ over there but, sadly, not here. Unfortunately, we do agree that Nissan is the worst of the big Japanese firms and more like a reliability chump than champ these days. Even more worrying is that its Infiniti brand languishes fifth from bottom of the CR reliability league table, just below the Chrysler and

Dodge brands, but above Cadillac, Ram, Jeep and, in last place, Fiat.

Seems Nissan owners in the States have been suffering transmission problems. Meanwhile, the Infiniti Q50 is reportedly plagued by an array of teething troubles with its new electronic gearing and computers. Other Infiniti models are said to be tormented by gearbox issues. Let's hope such faults won't blight Sunderland-built Nissans and Infinitis.

CR also has damning evidence that says the BMW 5 Series and X5, Chevrolet Corvette, Hyundai Santa Fe, Kia Rio and Tesla Model S are all "models with declining reliability". It's scathing of some cheap Fords with "reliability headaches", plus describes some expensive Mercedes models as "least-reliable" in class. Ouch!

On a more positive note, Buick is now the most dependable US brand by far, impressively sitting in seventh place in the CR reliability rankings. These cars are well priced and currently blessed with discounts of up to \$6,000 (just under £4,000). They look good and, evidently, they are good. So why has America spent decades trying - and spectacularly failing to flog iffy Cadillacs, Chevrolets and Chryslers in Britain when it could and should have been sending over and selling us far superior Buicks?

Do you agree with Mike?

Have your say at facebook.com/autoexpress 📵 @The_Rutherford





Motoring's most outspoken and opinionated columnist sounds off

Consumer Reports survey shows Buick is the most reliable US car brand in the States, so why aren't its cars sold here?









Evoque cabrio

You've seen the spy shots, and now Range Rover takes wraps off 2016's hottest soft-top



C-Class Coupé

We get behind wheel of Mercedes' stylish new challenger to the BMW 4 Series

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98 4 November 2015 www.autoexpress.co.uk



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There's nothing like knowing you are getting a great deal, that's why we created the SR7 range. Equipped with a load of great features like Bluetooth®, reversing sensors, alloy wheels and a leather trimmed steering wheel that puts controls at your fingertips. All this in our smart city car, the Kia Picanto SR7, for just £175 a month. And for an extra £99 you can have our Care-3 servicing package that covers your first 3 services.



Care-3

Fuel consumption in mpg (I/100km) for Kia Picanto 'SR7' 5-door: Urban 48.7 (5.8), Extra Urban 74.3 (3.8), Combined 62.8 (4.5), CO₂ emissions

105g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia Picanto 'SR7' between 01/10/15 and 30/11/15 inclusive. You will not own the vehicle until all payments are made. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia Picanto 'SR7' 5-door 1.0 65bhp 5-speed manual at £9,045 including £1,000 customer saving. Nonoffer price £10,045. Customer savings vary by model derivative. Specification is subject to change without notice. *Kia Care-3 for £99 must be activated within 30 days of vehicle registration. Care-3 is the Kia Servicing Package that covers recommended manufacturers servicing. T&Cs apply. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.